



messing about in BOATS

Special Features This Issue
Taming the Rails of Death
Designing Plywood Boats – Building the Swamp Yankee

Volume 13 – Number 20

March 1, 1996



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In Our Next Issue...

With 40 pages now I'm perhaps tempted
to go overboard on my promises again, but
here goes anyway.

Sharon Brown brings us "Honoring John
Gardner", from the memorial service held at
Mystic Seaport.

Peter Marsh chronicles "Alaska or Bust"
in his homebuilt trimaran. Alden Stickney de-
scribes "Sailing an Adriatic Fishing Boat" 50
years ago and Barry Donahue provides some
photos of winter rowing.

Peter Marsh continues in "The Decon-
struction of *Vakea*" about building that Alas-
kan cruising trimaran. Kenneth Ong tells about
building a kit boat in "Of Course It Will Float"
and professional boatbuilder Damian
McLaughlin explains "How Can you Arrange
to Build Boats Full Time?" based on 25 years
experience.

Kurt Hughes introduces his latest tri-
maran design in "A 16' Trimaran. Rapid Tran-
sit for Two". Steve Bobo describes "The Re-
ally Perfect Boat". Joe Reisner offers "Kayoe,
16', 47lbs, \$150". Adam Zielinski presents his
"Designs for Modest Budgets" that didn't
make it into this issue. Phil Bolger offers a
look at a "47' Houseboat Concept", and Stuart
Wier supplies some evocative drawings in
"Some Sketches of *Swallow*".

Tim Barnum discusses "Stability & Flo-
tation in Lightnings", Garry Cerrone reveals
how to make "Epoxy Glass Vents". Mike
Briggs discusses "Working With Epoxy".
Gerard VanWyk chronicles his "Search for the
Perfect Rowing Mirror". Neil Wilson brings
us more in the ongoing rowing discussion in
"Brace Yourself", and Jim Thayer shows us
"A Cheap Way to Avoid Breathing Shop
Dust".

On the Cover...

"Taming the Rails of Death" is the title
of a feature article in this issue from Alan Glos,
and that's him on the cover indulging in some
winter sailing.

Commentary...

In the last issue I discussed the topic of
home designing small boats, something I find
to be one of the charms of messing about in
boats. I did mention that those who move on
from a design for their own consumption to
designs offered for sale to the interested pub-
lic incur some responsibility for the integrity
of their designs when others could be put at
risk from building them and setting out afloat.

It does seem that this expansion of one's
own dreamboat design into offering it to oth-
ers is nevertheless an ongoing thing. I did it
with my little 10' Cockleshell kayak a few
years ago, and got away with it. That is, no-
body had a bad experience with the little boat
doing something wrong. It was pretty simple
and for protected waters so risk was indeed
minimal and I felt comfortable about it.

The designs continue to come in to us,
not only from amateur backyard designers/
readers but from persons who have set them-
selves up in the business. The new computer
aided designing processes have given this cre-
ativity a big opening for expansion. I usually
run a few design articles in every issue be-
cause they are the stuff of our dreams. I do not
question the credentials of the designers. I am
not qualified to do so. If the designs seem rea-
sonable concepts to me, I'll publish them be-
cause I think you will find them of interest.

The appearance of these designs with
accompanying information on how you may
order plans if you wish to build any one of
them, raises questions, apparently, in the minds
of others who are in, or wish to be in, the boat
design field. How do I decide which designs
to publish? Who does this or that "designer"
think he is? Have I tried out each design be-
fore publishing it? Behind these lurk the basic
questions, I think, of "How does this sort of
thing get onto your pages, and how can I get
my design published?"

Well, it's pretty simple. I do not solicit
any of the design articles, they all come in from
their creators on their own determination to
seek an audience for what they have come up
with. I run almost every one I get without cri-
tique, again who am I to call into question
someone's concepts? I do not, of course test
any of the designs, nor see the boats built from
them, if any. I am not placing any sort of seal
of approval on any design I publish. I bring it
to you for your enlightenment and enter-
tainment.

In a few instances I have not published a
design because of its very obvious

unacceptability even by radical free spirits
amongst us. The one that could have its beam
adjusted by means of a cable girdling the gun-
wales (including folding it flat accidentally)
as it motored along was one that didn't get
much play.

Further, despite the apparent suspicions
of some designers or would-be designers, I
have no favorites. Anyone who takes the
trouble to send me publishable material about
their design concepts for small boats can be
sure of seeing their work in print within the
year, usually much more quickly than that. I
acknowledge receipt of any and all articles
published, including the design pieces. Design
is a major leg holding up this venture.

So, I welcome your continuing input. A
simple pram, a complex multihull, sail, row,
paddle, even power of the non-exhibitionist
variety (200hp Black Max outboards some-
how don't fit into our purview). If you've
dreamed up a boat you'd like others to know
more about, we can provide the space.

I include professional designs too, the
more interesting ideas from firms like Glen L,
for instance offer a lot of food for thought,
and maybe even inspiration for starting a build-
ing project. The professionals who advertise
with us are particularly welcome to send on
selected designs with details and photos, but
those who do not advertise are also welcome,
there is no requirement for doing business with
us in order to find some space on our pages
for your designs. The only real requirement is
that a design be likely to be interesting to those
who read this magazine.

Finally, I seldom go out on extended trips
to visit designers or boat builders. I cannot visit
you to see what you are doing first hand. I'd
love to do so several days a month and do ar-
ticles myself, take the photos too. But I can-
not take the time for such an approach. Well
yes, I could, but other priorities here would
suffer neglect. So, it is up to you, whoever you
are, to get my attention on whatever you have
come up with for a design, by sending me at
minimum a note asking if I want to see what
you have. The answer will be yes, almost cer-
tainly.

Much of this messing about in boats is
about dreams, and the design ideas that many
of you have are the stuff of such dreams. If
not accepted by someone as a next project,
your design may be the inspiration for yet an-
other design. And dream.

Small Boat SAFETY

Emergency Call Out

By Tom Shaw, USCG Auxiliary

The telephone call came at 5:08 — crew needed for emergency search and rescue. Capsized boat sighted off the beach. Person or persons believed to be in the water.

Take one minute to think through what has to be done — turn off the oven, which just lit for dinner; check the boat bag to make sure that it's fully packed with foul weather gear, windbreaker, flashlight. Grab the PFD. Move out.

By the time I arrived at the dock, the skipper had the engines warmed up. The other crew member joined us within a minute or two and we were underway by 5:56. As we went out the inlet, we passed a Coast Guard 21-foot rigid hull inflatable, blue light flashing, and saw crew working over something in the cockpit. Shortly thereafter the radio told us that they had recovered a person, but the paramedics at the dock confirmed that the discovery had been too late. Still, the search had to continue as no one knew if the victim had been boating alone or of there were others in the water.

At approximately 6:20 we reached our rendezvous with the 41-foot Coast Guard utility patrol boat. A rescue helicopter from Elizabeth City, NC joined us a few moments later and worked with us till midnight, when it had to leave us to refuel. The Rescue Coordination at Group Ft. Macon had worked out the data from the available information and ordered the two vessels, one regular Coast Guard and one auxiliary, to begin a parallel search pattern with specific parameters. Each leg of the search was approximately five miles long and we used one-quarter mile track spacing. It simplified matters that there were clear marks on shore — a pier and a water tower both lighted — to indicate the turning points. Both boats cruised at 10 knots. At the end of each leg of the search pattern, the boats reported in to the Rescue Coordination Center, the two radio calls being seconds apart. Midway through each leg, the boats passed at the quarter-mile interval. We were the only vessels visible, but we could see the lights of crews searching the beach at the surf line.

Initially visibility was good. We had over an hour of daylight. Winds were decreasing and seas started at three feet and subsided as the hours passed. Searching became more difficult as darkness fell, and became especially difficult in the twilight hour when it was too light for effective use of the searchlight yet too dark to see clearly, and the night was filled with false alarms — the whiteness of a breaking wave or the reflection of a hatch of flies in the searchlight beam demanded a second and very careful look. Was that really just a wave, or was it the retro-reflective tape on a life jacket?

Once it was fully dark, we discovered that a thirty minute shift, sitting on the bow with a hand-held searchlight was most efficient. Unfortunately, there was no moon. After a half hour our eyes began to play tricks with us and it was time for a relief. The two crew members alternated as lookouts while the skipper maintained his compass course, watched the turning marks and kept us rigidly in the search pattern.

At approximately 11:00 we learned the identity of the victim who was, it turned out, someone we knew and someone we knew almost always boated alone. It was, therefore, very unlikely that we would find anyone, but the search continued. The Coast Guard has accumulated all sorts of statistics about how long it is effective to continue search patterns and it was not until almost 1:00 in the morning that we were released with the understanding that the search might begin again at day-break.

Unfortunately, the inlet we had used to get out into the ocean was not safe to navigate at night, so we had to motor a dozen miles up the coast to a better marked channel and then retrace that dozen miles back down the Intercoastal Waterway. It was getting on towards 3:00 when the vessel was secured.

It had been a long and exhausting night, but the auxiliary crew headed for home with a definite sense of satisfaction. Like our colleagues in the regular Coast Guard, we had been ready for the call, and like them, we had done our job with efficiency and skill. It is good to know that if ever we are the ones who are missing there will be a well-organized search to try to find us.

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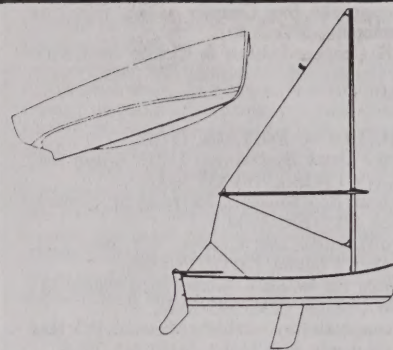
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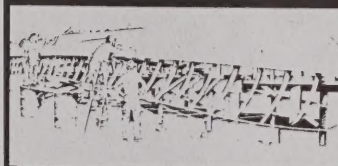
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ANTIQUÉ & CLASSIC BOATING

Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440. Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.

John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.

Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.

San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.

Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.

Wooden Boat School, P.O. Box 78, Brookline, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

CONTEMPORARY YACHTING

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.

Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).

Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.

Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.

Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.

Erie Canal Museum, 318 Erie Blvd. E., Syra-

Activities & Events Organizers '96...

There'll be a lot happening out there messing about in boats in 1996. As a sort of center of a communications network, we continue to receive ever more news and announcements of coming attractions, chiefly through copies of newsletters circulated by the many organizations that undertake to promote events and activities of interest to us.

In this issue I am listing all those organizations (and individuals) I have knowledge of in several categories. If you are looking for events and activities that pertain to your own special way of messing about in boats, look up that particular heading and see who is listed. Then contact those of interest to you directly for details of their 1996 happenings.

cuse, NY 13202, (315) 471-0593.

Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.

Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.

Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.

New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.

New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.

MODEL BOATING

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 76 Woodbine Ave., Concord, NH 03301. (603) 224-4586.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RR1 Box 457, Green Lane, PA 18054. (215) 453-9084.

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.

New England Beetle Cat Association, c/o Edwin Howell, 23 Stratford Rd., Seekonk, MA 02771.

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 1972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Connecticut Canoe Racing Assoc., 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.

Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

New England Downriver Championship Series. (203) 871-8362.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

SEA KAYAKING

Katlyatic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Museum of Wireless & Steam,
Tillinghast Rd., E. Greenwich, RI 02818. (401) 884-
1710.

Steamship Historical Society of America, 300
Ray Dr., Suite #4, Providence, RI 02906. (401) 274-
0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195
Shenandoah Blvd. Toms River, NJ 08753. (908) 270-
6786.

Center for Wooden Boats, 1010 Valley St.,
Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside
Ave., Old Saybrook, CT 06575. (860) 388-
2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd.,
Pittsgrove, NJ 08318.

North Carolina Maritime Museum TSCA, 315
Front St., Beaufort, NC 28516.

Oregon TSCA, c/o Robert Young, 16612
Maple Cir., Lake Oswego, OR 97034. (503) 636-
7344.

Patuxent Small Craft Guild, c/o George
Surgent, 5227 Williams Wharf Rd., St. Leonard, MD
20685. (410) 586-1893.

Potomac TSCA, c/o Bob Grove, 419 N.
Patrick St., Alexandria, VA 22314. (703) 549-6746
eves.

Sacramento TSCA, c/o Mike Fitz, 2831
Mattison Ln., Santa Cruz, CA 95065. (408) 476-
2325.

South Jersey TSCA, c/o George Loos, 53 Beaver
Dam Rd., Cape May Courthouse, NJ 08210.
(609) 861-0018.

Traditional Small Craft Association, P.O. Box
350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association
of Maine, c/o Jim Bauman, RR 1 Box 1038, S.
China, ME. (207) 445-3004.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye
Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens,
6033 Bonanza Dr., Stevensville, MI 49127. (616)
429-5487.

Upper Chesapeake Baymen TSCA, 3125
Clearview Ave., Baltimore, MD 21234. (410) 254-
7957.

Upper Mississippi Small Craft Association, c/
o David Christofferson, 267 Goodhue, St. Paul, MN
55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr.,
Burlington, MA 01803-2820, (617) 272-9658.

Great Lakes Wooden Sailboat Society, 31538
Center Ridge Rd., Westlake, OH 44145, (216) 871-
8194.

Noank Wooden Boat Association, P.O. Box
9506, Noank, CT 06340.

Wooden Boat Classic Regatta Series, 323 Boston
Post Rd., Old Saybrook, CT 06475, (203) 388-
6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas,
308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown,
MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C,
Rockland, ME 04841. (207) 596-6456.

Washington Water Trails Association, 4649
Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-
6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806
NE 15th St., Washougal, WA 98671.

Center for Wooden Boats, 1010 Valley St.,
Seattle, WA 98109.

Great Lakes Wooden Sailboat Society, 31538
Center Ridge Rd., Westlake, OH 44145, (216) 871-
8194.

Maritime Heritage Alliance, Box 1108,
Traverse City, MI 49685. (616) 946-2647.


Small Wooden Boat Association of Nova
Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8,
Canada.

The Wooden Boat Foundation, Cupola House,
#2 Point Hudson, Port Townsend, WA 98368, (360)
385-3628.

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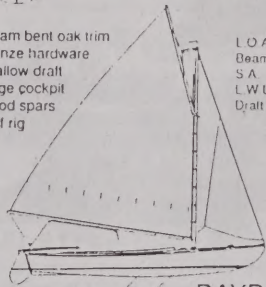
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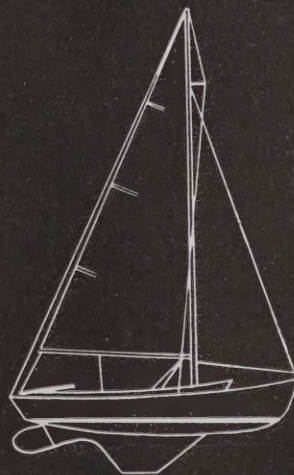
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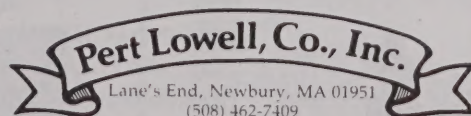
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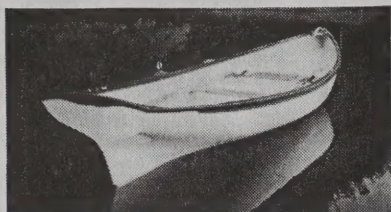
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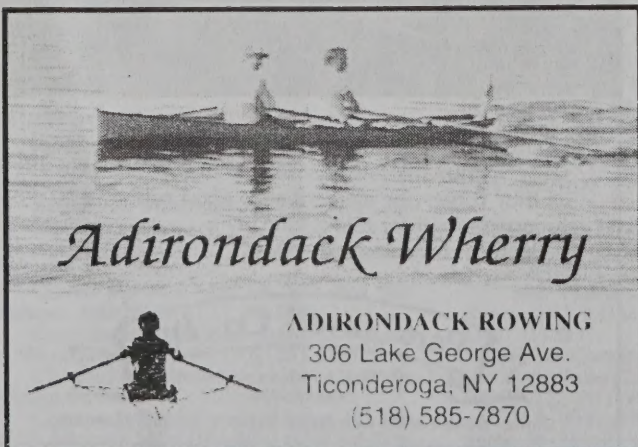
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Book Review

The Aleutian Kayak

By Wolfgang Brinck
ISBN 0-07-007893-9

Ragged Mountain Press, Camden, ME, 1995
Review by Tom Carter

"You have a good, seaworthy fiberglass kayak on top of your car right now. Why would you want a poorer home built one?" I was browsing at a popular kayak store in Seattle on the way home from a weekend get-together of traditional skin boats, asking the owner about books on building kayaks when he hit me with that question. Those home built kayaks I had just paddled seemed plenty capable and seaworthy to me. He graciously sold me the \$20 book anyway. Why indeed?

The Aleutian Kayak by Wolfgang Brinck gives a detailed description of building a traditional Aleutian style skin on frame kayak. It's neatly laid out, easy to read and aimed at someone with little experience with tools or woodworking, with pictures of tools in case you don't know what a drill or plane looks like. I'm guessing, but the author seems to have a background in traditional wooden boat building and his techniques and terminology are much the same as other boat builders. His boats are carefully laid out, level and perfectly straight, with nice joinery.

Brinck has a bias toward the use of natural and recycled materials. He says his boats are made of wood left over from other projects, which sometimes means scarfing pieces together to make them long enough or adapting them to use in his kayaks. This is close I think to what the Eskimo builders did, making their boats out of what they had.

Rather than including several designs of boats to choose from, Brinck just describes one boat. He says his Aleut style kayak is easier to build for first timers, though it still seems pretty elaborate. He uses fairly stout wood for the gunnels, deck beams and bracing, and bent green willow shoots for the ribs, all lashed together and covered with a hand stretched canvas cover. This makes for a light flexible boat, the essence of the traditional kayak. Because he has kept the traditional split bow of the Aleut kayak, it does make the boat somewhat more complicated.

"Why would I want to build another kayak?" Why indeed? I have more small boats now than I can use, including two other kay-

aks. Looking at plans and reading construction details is an enjoyable insight to other people and their ideas, whether you ever build a boat or not. There is still the chance to see human hands and minds at work and the variety and creative details of boats are endlessly fascinating. It's sort of like reading travel stories about places and cultures that you may never visit. In past times so many things were made by hand or were customized by their owners, cars, houses, various home hobby projects. Not much of that is done anymore.

Brinck's boat is really neat. Its combination of a well designed and built frame with bent willow ribs gives a real sense of craftsmanship and a connection with kayakers of past eras. You could proudly pull this boat up on the beach anywhere in the Aleutian Islands and feel at home there with the other kayakers.

"Why build a boat?" Why indeed? Building a boat is both a process and a goal in itself. It's a project that goes slowly enough to enjoy with lots of time to think about each step. I once built an "instant boat" that supposedly takes a couple of weekends. It took me about a year working in the garage. I'd work for a while, stop and think for a few weeks, make mistakes, correct them, get discouraged and come back again. It's still my favorite boat, the one that means the most to me.

"Why build a boat?" Brinck has some of the best reasons I've seen. He tells how you can tailor a boat to fit your own body or your temperament and the temperament of the waters you paddle and "discover the pleasure of having something uniquely your own — a pleasure normally reserved for the wealthy in the form of a tailored suit or handmade shoes."

This last quote is from the first chapter and sums up his philosophy about boat building. It's what sold me on the book, a feeling I think many people share.

"Skin boats have more spirit than plastic boats. Objects reflect their creator's spirit, which you impart to your boat as you work on it. The longer you work, the more of your spirit the boat will have. Plastic boats have very little spirit because the whole point of manufacturing is to keep costs down by minimizing human effort. At best, plastic boats will have very little spirit. At worst they'll have a negative spirit, which comes from the boredom and hostility often found in factories. I'm not saying that you can't improve a plastic boat's spirit. As you paddle it, its spirit will develop, but I don't think a plastic boat will ever match a handmade wooden boat in spirit no matter how much time you spend with it."



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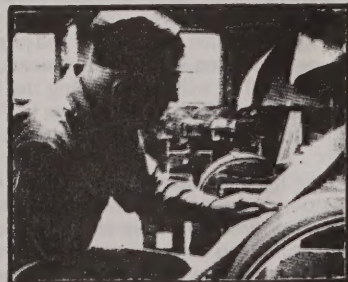
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Your Projects...

Ambitious Plans on the 45th Parallel

The new shop for my Clarksville Watercraft is in Canaan, Vermont, and covers more than 10,000 square feet. It's a wonderful place at the base of Mt. Monadnock on the Connecticut River, and I'm very fortunate to have it at a very reasonable rent.

The main section is a 200' x 35' space built as a dairy barn. I've removed stanchions, filled cleaned out gutters, and pressure washed and cleaned everywhere. Now it's time to paint and then rewire, install eight more windows, a furnace, a woodstove, and maybe running water.

The other section is 40' x 70' and is used for storing all my boats, customer restoration projects, vehicles and building materials, and my Old Town rental fleet for my outfitting business, Connitic Headwater Tours. I've gone exclusively with this great old company and can't sing their praises enough.

The boatshop projects lined up include MacKenzie River driftboats, a Nick Schade 19' strip kayak with CLC amas and akas, and soon thereafter a Wharram Tiki 21 catamaran. Current restorations include four vintage Old Towns (one a 1916 model), a C.W. Barret Rangeley boat of unknown age, a Sims lake launch and a 50's era solid teak Chinese junk of 30'.

Other activities for this winter will include shop instructor Scott MacKibben and I teaching strip built canoe construction (16' Mic Macs) to a large number of interested folks. Everyone gets a boat, no raffles.

Teaching is a winter pastime as my summers are taken up with outfitting on the Connecticut River as Connitic Headwaters Tours out of Colebrook, NH. "Connitic" is a variation on the Indian word "Connecticut," meaning "Long River." I'll also be opening a paddle shop in the spring.

Directing operations for the primitive campsites program and wilderness trails of the Upper Valley Land Trust, between Pittsburg and the Moore Dam on the Connecticut is another activity I have lined up. The two campsites are in Colebrook and on Lake Francis in Pittsburg, both on the river as Lake Francis is actually part of the river. I'm committed to a marriage of outfitter/boatbuilder and primitive outdoor recreation operations director. Very exciting stuff. I will be attending the North American Water Trails Conference in Florida this winter to educate myself for this non-profit project.

Well, have I bitten off a good sized chunk of work or what? I've been waiting and preparing for these opportunities for some time but it's really too much for one man, even with some help from my family, my wife and teenagers who have their own interests to pursue. So I am looking for interns interested in setting up the trail system and possibly helping out with the boatbuilding. Students studying recreational management would be good prospects.

I'm thinking of changing my boatshop name to Connitic Watercraft but for now will remain Clarksville Watercraft. I've got so much to do!

And Sudden Disaster

I want to follow up on my earlier letter about the goings on at my shop.

On January 13th, an hour before my sons and I were to head out to perform some snow removal, the accumulated frozen precipitation brought the house down. It had gotten fairly deep in the valleys where the two roof lines connect.

The 70'x40' storage area is totaled, the main section is intact but sealed off, and my home shops are filled to capacity with everything salvaged. We lost eight new canoes and my 20' office trailer, crushed under twisted steel trusses. Remarkably, none of my wooden boats were damaged. Several close calls, though, for irreplaceable boats.

My first season as an outfitter-liveryman on the upper Connecticut River started with the roof coming down. Just as well to get it over with. Everything looks like up from this point. Except that now the battle with the insurance company will begin. They are trying to tell me that the storage area was not covered.

If anyone has a 20' camper trailer they don't know what to do with, I'd love to hear from you.

Tom Pichierri, Connitic Headwater Tours, P.O. Box 95, Pittsburg, NH 03592.

The Right Boat for Swallows & Amazons

For anyone looking for the right boat in which to relive the adventures of the Walker and Blackett children in *Swallows & Amazons*, I heartily recommend Jim Michalak's Piccup Pram, the double chine vesion. It is easily and quickly built and captures most of the essential elements of the *Swallow*: Beamy, easily rowed, room for lots of gear, stable and safe. It even has a standing lugsail.

The main differences are that it is not lapstrake and has a leeboard instead of a keel, and a hold ahead of the mast instead of a place "where Roger can stand." It is a little smaller than *Swallow* but sizes up or down easily. I downsized mine by a foot by decreasing the spacing between stations so I imagine it could be sized upward to take it to 13' without any problems.

I retained the same sail area, which worked fine, so perhaps it should be increased if the boat is lengthened. Either way I recommend that the mast be about a foot taller. I found that to trim the sail properly the boom was lower than desirable.

It made such a good *Swallow* for my 5 year old daughter, who has been enjoying Ransome's series as bedtime stories for a year and a half now (now through seven of the books), that not only do I have to be "John" whenever we're aboard so she can be "Susan", but our dog has to be "Roger". I guess he's gotten used to it.

Andrew Updegrave, Marblehead, MA.

Your Experiences...

African Queen Coming to Connecticut River

Starting this May, the original *African Queen* of the 1951 Humphrey Bogart/Katherine Hepburn movie of that name will be steaming regularly out of the Saybrook

Yacht Basin in Old Saybrook, Connecticut, just down the street on Ferry Road from the River School, offering the public steamboat rides. The River School is to supply support and crew for this attraction, an opportunity that was encouraged by last fall's appearance of the boat at Old Saybrook for a "Steamboats A' Comin'" event.

James Hendricks of Louisville, Kentucky is the owner, historian and traveling companion for the historic old steamboat for the past 14 years and has taken her to Europe and Australia and to numerous gatherings in the U.S.A.

The African Queen is a 30' steam powered launch built in Lytham, England 83 years ago. She is now powered by an 1881 patent English boiler (built to ASME specifications in 1990). She is Coast Guard certified to carry 14 passengers and required an act of Congress to receive her American citizenship before this documentation was granted.

Following a hull and safety inspection by the U.S. Coast Guard at Beckman, Ltd. in Rhode Island in September, 1995, the *Queen* was issued a permit to operate on the Connecticut River.

Owner Hendricks stated, "Thus in October, hundreds of people enjoyed the nostalgic voyage on this wonderful movie steam vessel on the beautiful Connecticut River. She feels at home here and wants to visit again and provide steamboat rides for her fans. It's up to us to see that she gets to come. We'll see you on the river this summer down in Old Saybrook."

Ben Clarkson, The River School, 203 Ferry Rd., Old Saybrook, CT 06475, (203) 388-2007.

This Magazine...

Dreaming Remains A Great Bargain

While it's true that owning and maintaining traditional wooden boats can be expensive, reading and dreaming about them remains one of the great bargains of the 1990's.

Please renew my subscription.

Doug Heller, New York, NY.

How Readers Help

I have received several letters from Bill Richards of Hingham, Massachusetts since mention of my Kingston Lobster Boat project was made. Each time he has enclosed an excellent article about the boat from *National Fisherman* and *WoodenBoat* magazines.

I help him with his Wee Lassie, he helps me with my Kingston Lobster Boat. This is what this is all about.

Mac McCarthy, Sarasota, FL.

A Tremendous Resource

In the process of finishing out my Kingston Lobsterboat and planning the layout of the interior to suit my needs I realized that I had a tremendous resource right in my office, a whole shelf of *Messing About in Boats*.

I pulled out a random twenty issues and found that almost half of them had interesting articles about small open boat cruising. While most of them dealt mainly with destinations and the process of getting there, they also offered an amazing amount of information as to the daily problems of stowage, mosquitoes, tides, bridges and weather. The little things that can make a trip pleasant or unpleasant.

Mac McCarthy, 3080 N. Washington Blvd., #19 North, Sarasota, FL 34234.

Your Boats...

Selling My Bolger Birdwatcher

Here is a photo of my Bolger Birdwatcher, which I built a few years ago, on Lake Lemon. It has a number of interesting innovations, such as a beavertail boarding step, motor mount, and triangular wishbone sprit rig ala Herreshoff (made of discarded pole vault poles). It has Lexan side windows and even a Lexan window in the bottom.

A clever mast stepping hook makes raising and lowering the mast an easy one-man job. Instead of the metal gate to secure the mast, I have substituted two belaying pins and a length of half-inch line. This is simple, inexpensive and very user friendly.

The custom made sail was purchased through Bernie Wolfard's Common Sense Designs and sets very nicely.

Unfortunately, I have a problem now with the fiberglass/epoxy bond at the chine which, although quite repairable, is beyond my current level of enthusiasm. I have too many irons in the fire.

Therefore I am selling the boat with all the hardware, sail, motor mount and trailer to the first person to offer me \$750.

Marc Smith, 3401 Winston St.,
Bloomington, IN 47401, (812) 339-7895.

Maine Fisherman's Skiff

This is a photo of my Maine Fisherman's Skiff, design from Dynamite Payson. In the background is an Avery Punt, design by Bolger.

Hans Waecker, Cliff Island, ME. 04019-0006, (207) 766-2684.

Your Needs...

Army Assault Boat Info

Back during the late '40's and early '50's before Hurricane Carol in '54, another young boy in my Warwick, Rhode Island neighborhood had a molded plywood boat about 16' in length as I recall, which was supposedly a surplus Army assault boat as used in the crossing of the Rhine River in the closing months of World War II.

It was of fairly light construction, wide beamed, and went quite fast with modest outboard power. It easily held a half dozen kids, a much lighter "payload" than it had been designed for. It was undecked, with two or three thwarts, and had a very rounded bow at the sheerline. It did nicely in the typical afternoon chop on Greenwich Bay.

Are any of these boats still in existence, perhaps in an Army museum? Are plans available? What companies manufactured them? Is there a source of information about them?

Fourtin Powell, 146 Cedar St., Rockland, ME 04841-2305.

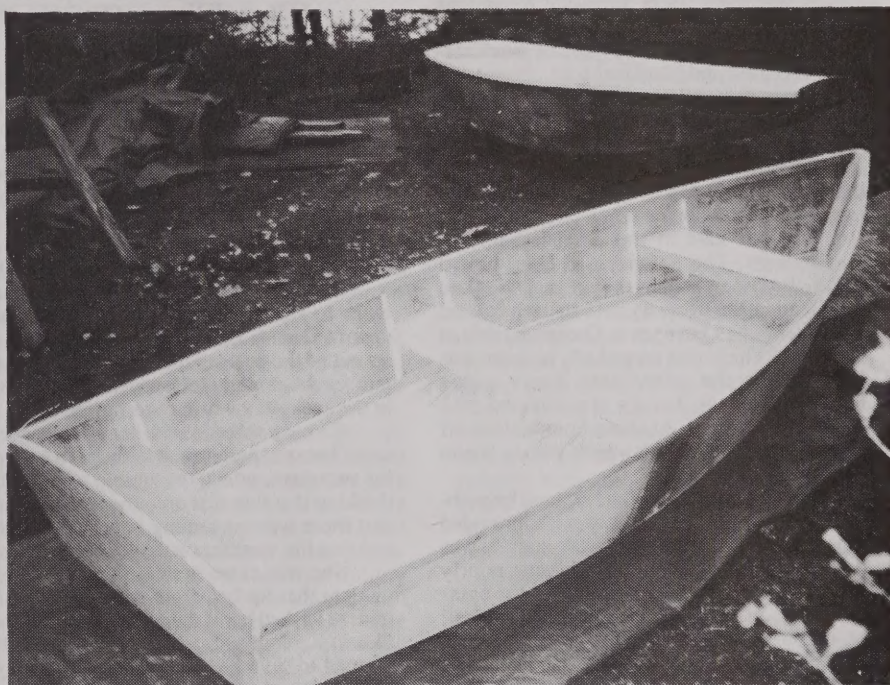
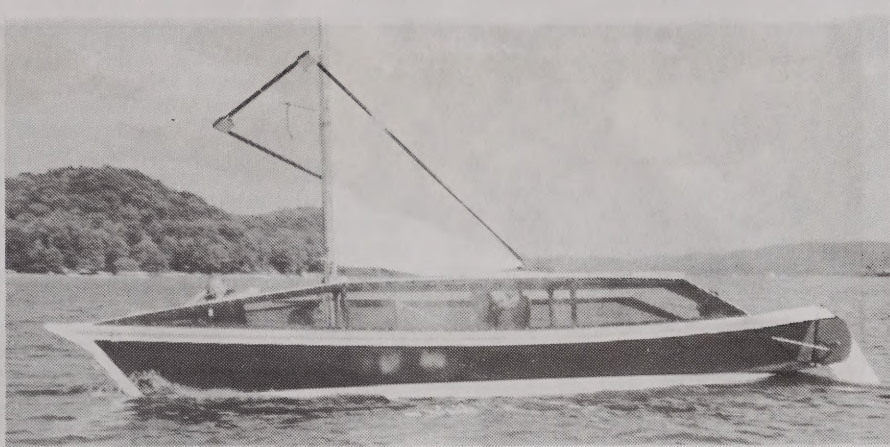
14' Lightweight Boat

I would be interested in finding a lightweight 14' or so row/sail/outboard boat in my Menominee, Michigan area or within 200-250 miles of it. Used of course. Something like that Ken Swan skiff in the January 1st issue.

I know there are many potential boats on the east coast but it's a long haul.

I built the original Larsboat by Jim Michalak. Nice boat. I also have a 9'6" Nutshell sailing pram that I built that I could trade. No time to build another boat right now.

Lars Hasselgren, N5832 M-35,
Menominee, MI 49858, (906) 863-3039.



Penguin Class Located

In reply to a request on the Penguin Class Association, the most recent location I have for them as of September, 1994, is:

Mark Kastel, Secretary, International Penguin Class Dinghy Association, Rt. 3 Box 124, Cashton, WI 54619

Fourtin Powell, Rockland, ME.

On Building Swallow

A further note on Stuart Wier's piece in the January 15th issue on building *Swallow*:

On page 248 of Peter Spectre's and David Larkin's *Wooden Ship* (Houghton Mifflin '91) is a color photograph of *Swallow*, a "10-foot lapstrake dinghy, the second of the name owned by Arthur Ransome." It might afford a home builder some further hints.

R.W. Odlin, Church Point, LA.

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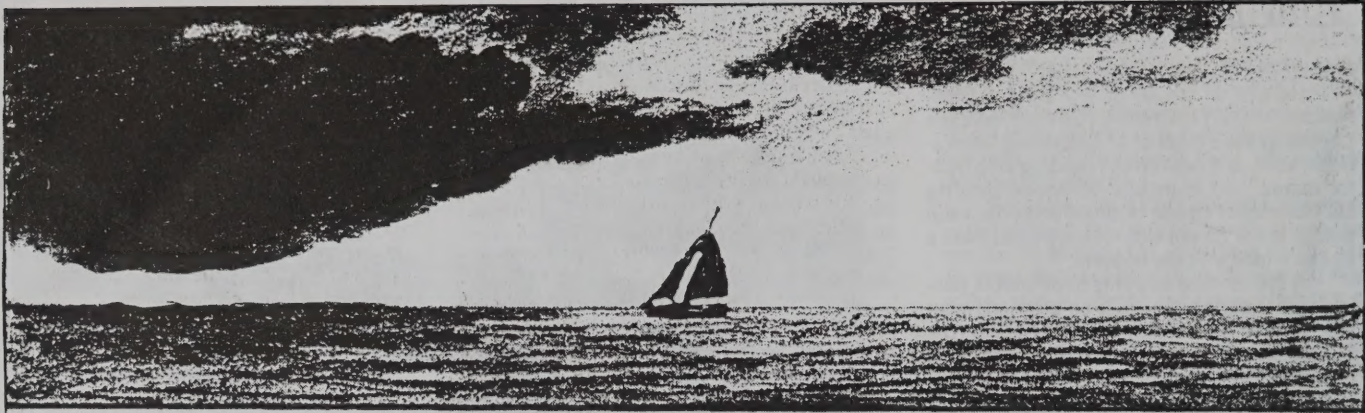
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It was the 13th of June, the moon was full and we were headed out for our first sail of the season. We're usually sailing much earlier but Carole and I had just sold a house and bought another and moved. We had also sold our wonderful Cape Dory Typhoon and hadn't had time to get the Stonehorse we'd bought into the water. So we were off for a sail with our good friends Michael and Susan on *Trilogy*, their 43' Mason cutter.

We took care of the usual last minute preparations. The hatches had been bolted down, the last eight carriages of groceries had been loaded, the storm trysail had been hanked on, watches had been set to Greenwich Mean Time, tanks had been topped off, luggage was lashed below the galley table. Every square inch of storage on *Trilogy* was covered with supplies and spares. At about 6pm we cast off from the fuel dock in Newport, Rhode Island bound for Gibraltar.

The trip was delayed and dogged by problems at the outset. One sailmaker had provided most of the sails, including a new main. It was delivered incomplete and was very poorly made. Even after they repaired it, in the opinion of a good sailmaker in Newport, "You will be putting your lives in jeopardy if you use it." It went back to Marblehead. We set off with a 14 year old main.

The raw water pump on the Perkins had failed while we were transiting the Cape Cod Canal, and there were many other small failures and delays.

Trilogy was supposed to sail first to Bermuda, but the delays caused this plan to be dropped as the hurricane season was fast approaching. I had taken a new job with the understanding that I'd made a commitment to sail trans-Atlantic, but on the day before we left my employer told me they could not keep my job open for me.

When we departed it was windy with cold rain and gray lumpy seas. Temperatures were in the 50's and the rain and wind drove the chill right into the bones through the wool. The chop added discomfort. Darkness was falling as we headed across the shipping lanes leading to the Cape Cod Canal through an area loaded with commercial and pleasure craft. The currents ran every which way and visibility was very poor.

The second day brought more of the same except that the rain became fog. We were sailing through the infamous Nantucket shoals and across the New York shipping lanes, an area also loaded with fishing vessels. The poor visibility increased the tension. We were cold and wet and tired and kept on punching through the chop. We looked forward to getting offshore and being clear of all this. It was a hard beginning.

The First Sail of the Season

By Paul Schwartz

On a small boat offshore everyone depends on each other. A significant number of people die trying to cross the Atlantic, estimates seem to average around 3% or so. We were all well aware of the danger involved and committed to contributing our best efforts.

Michael and I seemed completely immune to seasickness so Sue and Carol made up for our inadequacy. The first night Sue came up out of the bullpen and took a few practice throws. After many follow ups she sat fixedly in the cockpit, a world class hurler.

Carole pitched in with her own near death seasickness experience, it kept her in her bunk for two days, utterly miserable and terrified thinking that this was only the beginning and that there was no turning back, no way out, and that the weather could get much worse.

She was close to despair and when she thought that for her death was sure to be imminent I asked her if there was anything she'd like to apologize for before she went. This seemed to give her some hope. "I hope you die first, you bastard," was her reply.

On the first day the bolt holding the boom to the gooseneck broke. On the second day the mainsail ripped. We were off on our adventure.

Before we left Carole had to get herself some foul weather gear of a dependable sort. She wasn't too thrilled with the green rubber fisherman's stuff that I use. Stealth rain gear is her description. She seemed somewhat attracted by the more fashionable stuff in the consumer marine stores. That stuff is outrageously garish and preposterously expensive. It is also junk that doesn't work.

Our search for foul fashions brought us first to the local consumer marine store. The salesman was very helpful and very friendly. Carole told him that we were planning to sail trans-Atlantic and asked him what he would recommend.

Without hesitation he replied, "The best you can possibly afford." His follow-up was, "Of course, Henri Lloyd is the very best, but expensive." He won my heart right away.

He went on to extol the various features and virtues of this gear. Carole said it seemed expensive and asked about their own brand. He then extolled all the virtues and features of that gear but felt that, although it was excellent, it was not superb like the "Henri".

He spoke of his own experiences with long distance sailing and of how critically important it is to be warm and dry. He and his

wife even bought a vacuum bagging setup just so they'd always have clean and dry clothes, especially clean and dry underwear.

This was hard for me to relate to. I recalled working on draggers and being not only cold and wet but filthy with grease, oil and dead fish remnants, yet seemed to get by okay and have some fun doing it. And in my whole life I'd never yet wanted to vacuum bag anything, until now maybe this salesman.

At the Maine Boatbuilders' Show we passed a booth of an offshore sailing school. The woman there was friendly, helpful, had plenty of experience and nothing to sell. She said she'd tried everything and found that the best gear was "the rubber kind that lobstermen use." So we stopped by Three Lanterns Ship Supply in Gloucester and Carole got a nice suit of orange rubber Grundens. They cost about a sixth as much as the consumer junk.

To enhance my own foul fashions I bought a green waxed cotton Filson jacket. It's made from what is called "shelter cloth" and has a wool vest type liner. This garment is generally worn without a cummerbund and is accepted attire at all detox facilities. It's a wonderful jacket and I was able to start bumming money to pay for it right away. So we became dressed fashionably and adequately enough for the Atlantic.

On the third day the skies cleared and we got wind. Plenty of wind. With a double reefed main and staysail and the wind on the quarter, *Trilogy* flew along. After we dropped the staysail she still made close to 8 knots. *Trilogy* is a fast cruiser and especially so with the wind aft. Of course, a broad reach in this kind of wind and sea sets her rolling, sometimes dangerously so. An accidental jibe could bring down the whole rig. Dipping the boom can be a real problem too. With the sail full and a strong wind and the boat flying along, if the boom is buried it might well collapse.

Forget about it on this kind of trip. Either of these accidents and the game is over. So we rigged a boom vang and led a jackline to the end of the boom and kept rolling along. This kind of sailing requires constant attention and the motion is sort of uncomfortable.

The wind naturally comes and goes and after a few days it went. In gentle air we hung the brand new spinnaker. And when it died completely we powered for a while. Then it reappeared with renewed force, shifting onto the nose. The sky lowered and darkened along with the freshening breeze. We reduced sail to a double reefed main and staysail and *Trilogy* heeled over and beat into the gale.

The motion got stiffer and harder while she moved along as if she were on tracks. She never felt out of control nor in danger no matter how hard it blew nor what the sea was like.

The darkness deepened into the blackest of nights. It was like sailing inside of a black cat. Then the phosphorescence appeared, especially lovely and brilliant that night. The seas ignited as they were parted and tossed asunder by the bows. Great swaths of luminous white cloud were thrown off the sides, shot through with burning sparks and glowing embers. The keel and rudder left a glowing bluish-white wake within the wider trail of phosphorescent foam. Sparks and fireflies lit our passage through the black waters in the black night.

Breaking seas were seen as indistinct phantoms in the murk. The dark weight of the night sky oppressed us. In the thick darkness black squalls hid and roamed. We tried to stay clear of these but were not always successful. It was a spectacular night. Mark Twain said something to the effect that, "The man who picks a cat up by the tail receives more information than the man who doesn't." Some of those black squalls we encountered were highly informative.

That night remains fixed in memory for another reason. As I came up from below to take my watch I saw my wife at the wheel keeping her watch. She held *Trilogy* to her course. Carole's hands, arms and shoulders ached from the hard steering in the gale and from the days and nights that had gone before. The wind and spray and pounding had taken their toll. She had never been to sea before.

Being in control of a boat this size and being responsible for the lives of all of us onboard was a new experience for her. Punching into a nighttime gale in deep water is quite an experience for anyone. It took everything she had to keep going. She was truly terrified yet kept her watches and never complained. On that night she earned forever my deepest respect and admiration.

After 10 days at sea we found ourselves utterly becalmed. We were 1,000 to 1,200 miles out or about halfway to the Azores. The sea was mirror smooth and motionless. We slept late into the morning and had a wonderful breakfast. We washed and hung out the laundry. The water was crystal clear to a great depth and was that electric blue that is impossible to describe. Water temperature was 77 degrees and depth was over two thousand fathoms.

We all went swimming and frolicking around. Carole went skinny dipping and stayed in forever. The one thing that she most wanted to do on this trip was to swim in mid-ocean with nothing between her and infinity. She was radiant.

We fixed the pendulum so the wind vane would work and fixed the compass light. We had a fantastic lunch, sunshowers on deck and played with the birds. The sun was bright and there was not a cloud in the sky. We were rested, well fed, refreshed, having fun, and a third of the way across the Atlantic. It was glorious. It was our anniversary and we knew just how richly blessed we were.

We had a pair of Moluccan cockatoos aboard named Bud and Kookla. They're wonderful creatures, but quite a pain in the ass on an ocean voyage. They had a huge cage fitted into what used to be the pilot berth, the best berth. From there they showered the occupant of the settee berth below with a stream of leftovers. Not only that, but since they didn't get along, there was a separate cage occupying the whole of the galley table all of the time. The resident in that cage kept the occupant of that

berth pretty much pinned down, as well as contributing enfiling fire towards the settee.

Most of the time they were quiet except for an occasional "hello" or cooing sound. But just before night they caused quite a ruckus, their calls incredibly loud approximating the sound of a large bulldozer. On more than one occasion they seemed ideally suited to fly casting for whales. One of their more endearing qualities was that they slept upright on one foot. The only other creature I've known to do this is a city D.P.W. worker. They can also focus each eye independently, looking up and forward with the starboard eye while looking down and aft with the port eye.

Cockatoos are the patron saints of the paranoid set and our sources say that J. Edgar Hoover wishes to reincarnate as one. He even likes the name.

Ocean sailing produces a profound shift in consciousness. The industrial revolution made clocktime the dominant form of reckoning time, as well as fixing the idea that "time is money". It's only for the past 300 or so years that the notion of the day measured by hours on a clock has found much application, except in astronomy or navigation. For eons of human existence before this, time has been experienced in a radically different way. The universe and the heavens kept sublime and perfect time while our experience of time on the earth was dynamic and fluid.

Space was also reckoned on a human scale and the different natures of a straight and level mile and a "country mile" were plain to all.

After spending some time at sea, perhaps a week or so, the artifices of our civilization pertaining to space and time disintegrate, save for navigation. Once again we experience space and time as did our forefathers. We feel the incomprehensible vastness of the ocean. On a clear and quiet night we sense infinity and the majesty of the heavens littered with jewels of light. Night storms bring experience of incredibly dense time and space. Time and space ebb and flow and change like music in wondrous and delightful ways. We know wonder and fear.

This consideration of time reminds me of my favorite existentialist farmer joke. A traveling salesman stopped at the homestead of an existentialist farmer. He was greeted by the farmer's wife, and she suggested he run along as her husband was a very stern man who would brook no nonsense. The salesman insisted on speaking to the farmer so she sent him out back where the farmer stood holding a pig above his head while the pig ate apples from the tree.

The amazed salesman asked, "What are you doing?"

The farmer replied, "I am feeding the pig."

The salesman responded, "But isn't doing so that way a waste of time?"

The outraged farmer bit back, "Time! Time! What is time to a pig?"

After 23 days at sea we raised a tiny brownish eyebrow above the horizon ahead. The Azores.

The brownish eyebrow grew slowly while keeping its profile and bearing. It was in the right place. It was tremendously exciting. When I was absolutely certain that it was not a cloud I called below to say that land was in sight. They didn't care. Nobody bothered to come up. Everybody seemed to have given up on the "we're almost there" dream.

By the time they came up Fayal was ris-

ing clearly from the sea and greens and browns were becoming discernable. The shape of the island came into focus and even fields were becoming distinct. A second island appeared to the right of Fayal, it was Pico.

Now the emotions began to build and flood. It was true, not imagination, we were approaching this tiny dot of land from the incredible vastness of the ocean. It was hard to believe. Susan's navigation was right on! We became joyful and talked and laughed and told jokes and brought up the birds, had some great food and a grand celebration.

Pico rose seven thousand seven hundred and eleven feet and hid its head in the clouds. In the bright sun villages and roads were becoming visible. Now the islands were rising swiftly from the sea and seemed huge. Then the clouds cleared from Pico revealing its majestic volcanic cone.

The setting sun began painting the sky with delicate and subtle colors, deepening into ever more brilliant and glorious colors. We were awestruck. On roads and in villages lights began blinking on, adorning the islands with necklaces of light. As we drew closer the forgotten smell of the land enfolded us. We tied up at the customs dock in Horta at 0045 on July 7th.

The Azores must be one of the most beautiful places on earth. They're volcanic islands located roughly two-thirds of the way across the Atlantic. Rich soil, mild climate and varied terrain produce a rich and varied profusion of plant life. Flowers bloom everywhere. Endless miles of hydrangea form hedgerows. For religious processions, the centers of the streets are literally carpeted with fantastically colored blossoms. Every nook and cranny holds wonderful flowers. Everything, including pineapple and banana, grows here. The vegetables are garden fresh and delicious. Fish are caught at night and served the next day.

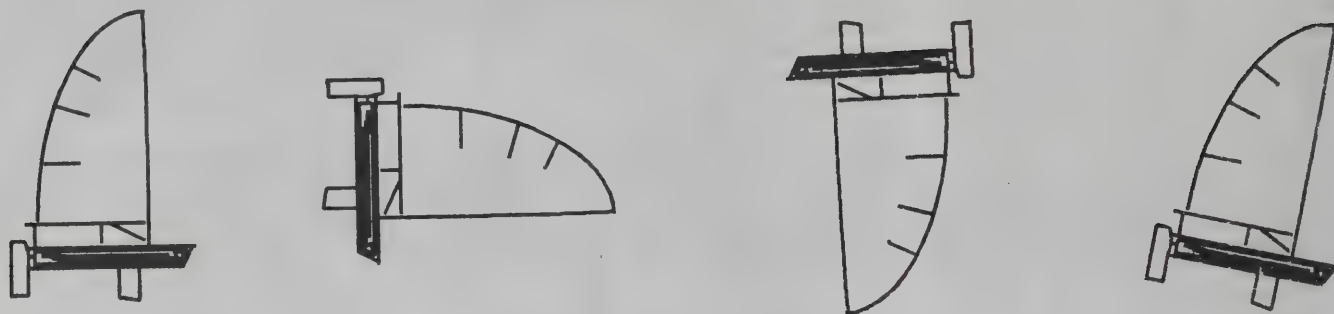
The sidewalks are mosaics of small black volcanic stones with patterns and pictures done in small white stones. Villages are clusters of small stuccoed houses with red clay tile roofs. Agriculture and fishing sustain the economy. Horses and donkeys are in common use. The people have roots in many places; Arabs, Black Africans, Portuguese, Mediterraneans, Flemish, Irish, French from Brittany. They are a good and gentle people.

Carole couldn't wait to get off the boat as she found that the trip was "the most difficult thing I've ever done in my life." She's achieved many difficult goals. Back on land she at once reverted to being "The Colonel", and we set off for some blitzkrieg style touring. We had a fabulous time walking, driving and swimming all over the place, experiences and places to numerous to detail.

We have very fond memories of the old whaling village of Lajes do Pico, the indescribable beauty of the "Fire Lake", and the unexpected and delightful beauty of a little park next to a salt water pool on Pico. We had a fabulous time lolling about in the iron rich hot water streams and pool at Furnas. For about \$35 a night we had a room in an old manor house on a tea plantation which overlooked fields and the sea beyond. Accommodations were not expensive and always very clean.

Then "The Colonel" ran out of vacation time and flew back to Boston. Mike, Susan and I set sail for Gibraltar a few days later. There were still about a thousand miles to go.

360 Degree Somersault, Cape May, Labor Day, 1990



I came to sailing late in life and maybe, for that reason, my obsession with sailboats is a passionate, sometimes unreasoning, fixation. I would like to think of sailing as a hobby or sport. Most of us have something else we do when we're not working or with family. A couple of my in-laws take every chance they get. Some folks are into football, others tennis. Yet my family tells me, and anyone else who will listen, that I am obsessed with things nautical.

Nothing in my childhood foretold of this coming obsession. I was born and raised in inner city Detroit. There is a yacht club there but neither I nor anyone I knew ever entered those hallowed gates. I recall having a one foot long sailboat as a child for which I had lost both the sail and keel. The Sunday afternoons we spent walking around the huge water fountains at Belle Isle Park with the boat in tow are sweet memories. However, nothing could predict what sailing would become for me decades later.

I remember the precise moment I fell in love with sailing. We were up at Cape Cod for the Labor Day holiday. It had rained the day before and my daughter and her cousin had made a small pond boat from a kit. I was relaxing in a pool and their little sloop drifted gracefully across the water, backlit by the waning rays of a golden sunset. It was an epiphany for me. Please do not misunderstand me. There are certainly other events in my life I hold more dear like the birth of my two children, the first time I met my wife, my youth back in Michigan with my parents and brother, to name a few. Nevertheless, I know some of you will understand that sailing is special. It induces memories of wonder and adventure that are too sweet to fade.

After that moment six years ago, I have been mesmerized by sailboats. I started making or buying model sailboats, all sorts of model sailboats. There were pond boats, display models, boats in bottles, pewter boats and radio control boats with dacron sails I fashioned myself. Some hulls were plank-on-frame wooden models, others were ABS plastic. The LOA of my miniature fleet ranged from a mere inch to 40 inches. My wife thought me crazy when I bought an aged wooden pond boat from a New England antique shop. But, under the dust and broken rigging was a thing alive, waiting for a fresh coat of polyurethane and

Beware the Lee Shore

By Kenneth Ong

new canvas. I would spend pleasurable winter hours in our cold attic occupied with cyanoacrylate glue and thumb-sized bottles of paint. While the wind blew through the bare tree branches, I heard the sound of waves and the rustle of sail canvas.

Most, including my fellow New Yorkers, would be surprised how many places there are in the Big Apple to sail model boats. The boat pond in Central Park is world renowned, but there are other places known only to those aficionados who mess about with very small boats. I learned the value of waterproof tape when my first R/C sloop sank in Bowne Pond while sailing on a beam reach. Waders are handy at Kissena Lake where the seaweed clings to keel and rudder like wet oatmeal or at Oakland Lake where the marsh ensnares the unwary.

After a few months it finally dawned on me that maybe I should learn to sail real sailboats. I prepared by learning to swim after work at a dimly lit pool in the basement of an apartment building on Manhattan's West Side. My determination was severely tested some winter evenings when I left the pool to catch the subway in the driving snow. I persevered. Winter gave way, as it always does, to spring.

After the last gallon of gray slush slid down the sewers and the ice on the city's ponds and lakes melted, I enrolled in a Red Cross approved basic sailing course on Meadow Lake in Queens. Meadow Lake lies in a triangle bordered by three of New York City's busiest highways, the Grand Central Parkway, Van Wyck and Long Island Expressways. The latter is better known by natives as the world's longest parking lot. From a distance, it sometimes looks like sailboats share the roadway with buses and trucks. To those in those boats on the water, the lake is an urban aquatic oasis. The boats were cat-rigged aluminum hulls of unknown pedigree held together with patch upon fiberglass patch and years of red paint. Undercanvassed but stiff and forgiving, they were kindly vessels to all of us landlubbers new to sailing. The instructors were unpaid volunteers who enjoyed spreading the sport to others. The students were firefighters, office workers and other working people from the city. We all learned starboard from port

and a clove hitch from a square knot while sailing on the lake surrounded by highways.

Upon graduation, we joked about buying yachts of immense proportions and sailing to ports with exotic names. As for me, my dream boat was 13'8" long with a centerboard. One of my neighbors refers to my Capri-13 as "a Laser for old guys," a description with which neither my boat nor I find any offense. My weekly voyage took my trailer to a public boat ramp in Long Island at the end of a street ominously named "Gravesend." Whether the street name referred to the raw sewage runoff that appears in the Sound after heavy rains or the proximity of a toxic waste site, I do not know. I do know that for five years the bay was my refuge and retreat. It was here that I capsized my first dozen times, all in one breezy afternoon. I sailed no matter what the forecast. I went out on those hot August days, when there is plenty of heat but no wind, that Long Island is notorious for. I sailed in the rain, enjoying the solitude of an empty bay. I sailed early in the morning when the bait fish they call "flashers" rippled the water in the first sunlight of the day.

Of course, when my family left for vacation, the boat followed. Some of those memories are painfully embarrassing to remember. There was the time the boat did a 360 degree somersault on the beach. We were down at Cape May on the South Jersey shore. The week we were there I snuck out every morning at sunrise while the family slept to take out my Capri-13. The beach was deserted early in the morning. The rising sun beckoned while the incoming surf played at my feet. I had tried preparing for this moment by reading everything I could on launching from and returning to a beach with surf. One book flatly said not to do it. The author didn't give a reason. He just said not to do it. Another book suggested that with the right timing and reflexes it could be done. Most small boat sailing books failed to mention the topic at all.

The first few times I went out the surf and wind were mild and I had no problems at all. On our last day the surf had picked up but I felt I just had to go. Despite the waves and a lee shore, I left easily. For the next couple of hours the conditions could not have been better. While sailing offshore, I kept pace with a trio of dolphins that I could almost touch. It just did not get any better than this. Finally I

had to return. I was certain the family was waking and I had responsibilities. I planned to use the same technique that worked before, pull up the centerboard, ease the wing nut on the swing rudder, jump off where it might be shallow enough to stand, pull the painter and the bow into the wind and walk the boat back to shore — a piece of cake. While contemplating where would be the best place to jump off, a wave caught us and drove the bow into the back of the wave in front of us. As this was happening, I thought to myself, "Oh, this is what pitchpoling is." That I was more bemused than horrified was more a function of inexperience than bravery. The force of the wave flipped the boat on the head of the mast in a full somersault (see illustration). I had somehow either jumped or been thrown out of the boat to witness the whole gut-wrenching event in slow motion. Luckily enough, the only damage was a detached outhaul and my pride.

By now I can just hear someone shouting 'boat abuse' as they read this, but in all fairness to myself you never really know what you can do till you try. That's not to say it may have been a stupid thing to do. Like the time the Coast Guard rescued me, that was the direct, immediate result of my doing something stupid.

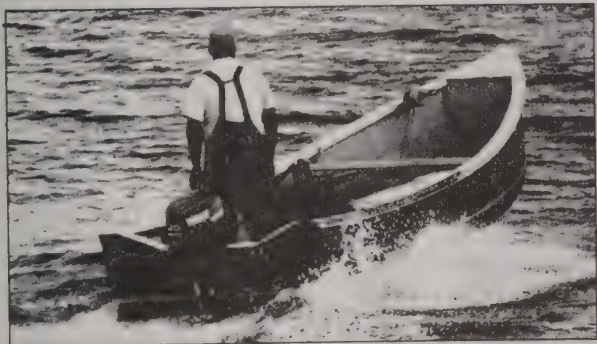
Last fall after I had already hauled out our 23' keel boat for the season, I took my Capri-13 out on Little Neck Bay. The wind in autumn is a welcome relief from the doldrums of the Long Island summer and, unless there is snow on the ground, I always wonder when

the absolutely last day of my season is. I climbed into my trusty wet suit, dinghy boots, insulated sailing gloves, PFD with whistle and warm hat. In deference to the white caps, I rigged my custom-made storm sail. The foot of the sail is shorter but the luff is the same height. It has about a third less sail area. I had used the sail before in Hempstead Bay when the wind was honking like it was now. My buddy and I flew across the bay on a screaming reach and came back the same way. Actually, the screaming was done by the two of us — two parts fear and one part exhilaration. So, my storm sail had proven itself in the past and was just the right engine for the last sail of the season.

I was speeding around the foot of the bay, hiked out flat. It seemed to be a glorious finale to the season until I capsized. As I have intimated, I am no stranger to capsizing. I have spent as much time in the water as on it. I deftly climbed onto the business end of the centerboard and to my bewilderment nothing happened. I was once again on a lee shore, a situation I have developed an increasingly healthy respect for. Each white capped wave pounded the masthead more deeply into the mud at the bottom of the bay. I had retrieved my sister-in-law from exactly the same spot with the same boat in the same predicament the month before. There were no whitecaps then but I did not think I would have any more trouble righting the boat now than I did then. I was wrong. I sat on the centerboard patiently, certain that the mud would slowly release its

captive if given enough time. The minutes passed. A half hour passed. A lee shore had been my undoing once again. I finally surmised that the bay wanted my mast and I was not going to get it back. Maybe drifting with the hull back to shore and returning to retrieve the mast at a later date, like next spring, would be the better part of valor. I started to unfasten the hull from the mast by derigging the mainsheet and Cunningham. I was just about to cast off and drift to shore when the Coast Guard arrived, seemingly out of nowhere. Some unseen Samaritan had placed a call reporting some idiot, i.e., me, standing on a centerboard in the middle of the bay. I tied a bowline around my gooseneck and after 15 minutes with the Coast Guard launch at full throttle, the mast won free with a good four feet of mud covering the top of it. Unfortunately, Congress has cut back Coast Guard service and they may not be there for me or someone else next time. The Coast Guard came to the rescue. Though a few might argue my life was never in real danger, I will always be grateful.

A few lessons can be gleaned from my misadventures. Safety should be paramount. My wife always knows where I am going sailing and when I expect to return. Always wear your PFD. Hundreds of Americans lose their lives each year because they do not. If it is cold, dress warmly in a wet or dry suit. Hypothermia can rob you of the strength and judgment it may take to get you back home. Last but not least, beware the lee shore.



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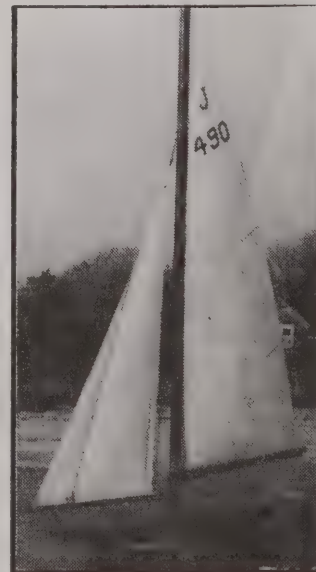
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We are now offering this traditionally designed ice boat with origins from Great South Bay, Long Island, NY. Up to three people can sail her by trimming the jib and main, and shifting weight fore and aft. I have many fond memories from my youth of sailing her off into the sunsets. Anyone interested, contact me on winter Fridays for locations and times we will be sailing her.

Don't forget, it is not too soon to order your traditional rowing/sailing skiff or dory, or perhaps motor skiff, for next season. Hope to hear from you.

Doug Scott





As an avid dinghy sailor, I have always been a fan of speed under sail, and during a visit to Sail Expo '95, I had a chance to visit with old friend Steve Clark and to see his new Class C "Little America's Cup" catamaran challenger, "Cogito." There was more carbon fiber, epoxy honeycomb and mylar than my feeble brain could handle, but it reminded me of my one excursion into the realm of high speed sailing that might strike a chord with any sailor who has ever dreamed of "breaking the wind barrier" (i.e., sailing faster than the wind).

My family and I live on the shores of Cazenovia Lake in upstate New York and, given our Arctic climate, there is ice on the lake a good six months of the year. Usually the ice is snow covered, but once every few years there is smooth ice and good wind. As if by magic, a few DN or Arrow class iceboats appear and, for a few days, enjoy great sport blasting up and down the lake at breakneck speed.

If I whined about not being able to join the fun, my wife would say, "You should buy an iceboat", but the Yankee (make that "cheap-skate") side of my brain couldn't bear the idea

Taming the Rails of Death

By Alan Glos

of spending several thousand dollars on something that would only get used for a few days every other year. Still, the "need for speed" was great and one March day I came home from work and saw miles of smooth, black ice and a 15 mph wind. If I didn't have an iceboat, I would build an iceboat, and quickly at that, as black ice waits for no man.

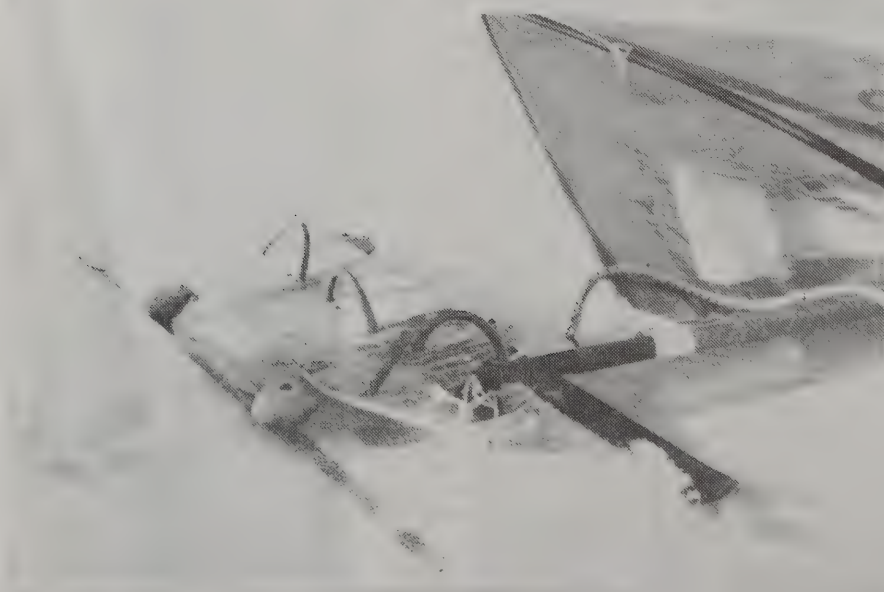
On the assumption that real men don't need plans, I took inventory of materials on hand and decided that an ice sailing windsurfer was the answer. The summer before I had rescued a pair of ancient 200 cm metal downhill skis from the town dump, and I did have an old windsurfer rig that would provide the power plant. To join the sail to the skis, I built a platform from a scrap of 3/4" exterior plywood left over from a house repair project. I then fashioned two transverse frames from a 2" x 4" stud, bolted them to the plywood deck and bolted the skis to the frames at an angle

so that only the inside edge of the skis would touch the ice (I think I had seen something like this in a *Popular Mechanics* article). I then routed a hole in the plywood deck to accommodate the windsurfer mast step and, as a finishing touch, attached several loops of garden hose on the deck to provide some footholds. After all, this contraption was going to go fast (?) and I didn't want to fall off while approaching Warp 1!

This project was low-tech engineering at its finest (or worst, as the case may be) but it was great fun and dirt cheap. Total cost was \$1.87 for galvanized carriage bolts and about \$1.00 worth of WEST epoxy resin to bond the 2" x 4" frames to the platform. There was no paint, no plans and, in the best Viking tradition, I built by eyeball, instinct and intuition. It was finished in one frenzied night. I loved it. My kids, on the other hand, took a long, measured look at the beast, dubbed it "The Rails of Death" and predicted my imminent demise should I be so foolish as to try to sail it.

The next day, decked out in ski goggles, bike helmet, ice hockey elbow and knee pads and all the warm clothing I could find, I dragged "Rails" down to the beach and rigged up. Cazenovia Lake is about a half a mile wide and the wind was about 10 to 12 mph and seemed ideal for the maiden voyage. I climbed aboard, raised the sail and to my delight (and surprise) actually began to move! A puff hit and, like any good windsurfer, I leaned back, raked the mast to windward, trimmed into the new apparent wind and was going great guns...just before "Rails" rounded up sharply and went into a 360 (or was that a 720?) degree spin. I let go of the boom, leaned back on the ice (remember my feet were in the hi-tech foot loops) and literally went with the flow. When everything stopped spinning, I checked for broken bones (none found) and tried it again, making a mental note to be a little more cautious when dealing with the next puff.

After various crash-and-burn maneuvers over the next hour, several conclusions were apparent. First, the sail was too full and too big. I had a smaller, hollow leach storm sail that worked much better on the second outing. Second, the edges of the skis (my "runners") needed to be sharper. A little judicious belt sanding fixed that. Third, the mast step was probably too far aft and, while I couldn't



fix that problem without rebuilding the platform, sailing did require some adjustment in sail trim and technique.

On the plus side, it did sail and, using basic time and distance calculations, I estimated I could attain speeds of about 35 mph and could have gone even faster if I had the nerve and life insurance policy to risk it. By using traditional wind surfer technique, "Rails" could be steered (sort of) and easily broke the "wind barrier" almost every time out. My kids even tried it and had to admit it was fun in a suicidal sort of way. It ultimately provided a lot of enjoyment and a no small amount of amusement for our non-sailing neighbors.

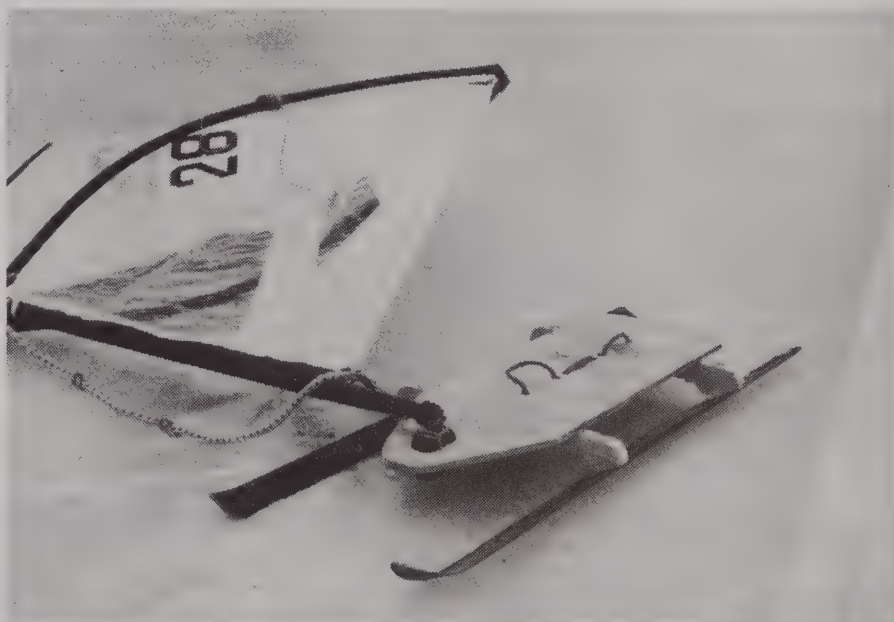
However, in reflection, there were a lot of other benefits to "Project Rails" that were probably more important in the long run. To wit: Nobody will dispute that sailing has become a very high tech sport and, while that is fine, part of the adventure is lost when a novice is so intimidated by the technology that he or she simply opts out. This project proved to me that there is still a lot to be gained from seat of the pants construction without the constraints of plans, expensive materials and huge investments of time and money. Legend has it that Hobie Alter designed the hulls of his prototype Hobie Cat by simply hand shaping blocks of styrofoam "until they looked right."

Second, we probably learn more from our errors than our successes in life and, from that standpoint, I learned a great deal from all of "Rail's" design flaws. For example, a flatter, fully battened, high aspect ratio sail would have been a better sail plan. Longer, stiffer skis would have also been better as the set I used began to "chatter" uncontrollably at about 20 mph. Last, an adjustable mast step would have probably prevented the annoying tendency of the vessel to round up in heavy puffs. "Rails" was, after all, a prototype and refinements, had I chosen to make them, would have yielded a better craft.

Third, I learned a great deal about sailing from this one-night wonder. On ice everything happens quickly, and the results of subtle adjustment in rig and technique are readily apparent. For example, on a day when there was both clean ice and small snow drifts, I learned that I could "power up" the rig and sail through the occasional snow drifts without too much loss of speed, a good lesson for sailing a light dinghy upwind in steep chop in the summer. I had read that iceboat sailing tends to sharpen "soft water" sailing skills, and after a few outings with "Rails" I couldn't agree more.

As Garry Hoyt, *Sailing World's* performance guru, has pointed out in his monthly column, innovations in the sport of sailing are not made by simply following the crowd, and often a seemingly wacky idea forms the seed of a breakthrough in the sport. I don't think Steve Clark is going to want me on "Project Cogito" just yet, but taming the "Rails of Death" was great fun and had carry over in ways that I never imagined on that March night I built her.

Above right: Son Michael even tried the "Rails," admitting it was fun in a suicidal sort of way.



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The members of the St. Jones River Canoeing, Rowing and Boating Society (CRABS) had our annual canoeing and camping trip over the three-day Columbus Day weekend. To start this story, the St. Jones River runs through Dover, Delaware, to the Delaware Bay. Through the 1930's it was navigable into the city with a turning basin in downtown. Now, it's called the lost river. It still runs through town, but is little used with almost no boat traffic. The big joke is the St. Jones River Yacht Club sweatshirts some of us have. When people ask where is located, I must explain its nonexistence.

CRABS is the brainchild of Terry "Mrs." Magwa. The logo is appropriate for the Mid-Atlantic area and, as with every other rowing club I've read about, you must have an overly elaborate name. One of these days, we'll have shirts made. We have already decided the crabs will be blue, not red (i.e., alive).

In the following of Nesmuk and Tom Cruise, we all have nicknames. They call me "Noah" as I built/helped build all of our boats. Phil is "Magwa" as he went on for months about *The Last of the Mohicans* movie and the starting of the group. Carroll is "Elmo", always has been, don't know where that one came from. "Harvey the Hammer" is an inspector of pilots at Dover AFB and John is "Splash" from an unfortunate canoe incident in '93.

Back to the weekend. We usually meet at a greasy spoon at some convenient location to eat breakfast and leave from there. We camped the last two years at Pocomoke River State Park Shad Landing on the lower Eastern shore of Maryland. This has a good landing because the campsite is right on the Pocomoke River and shower and bathroom are within a 200-yard walk.

Launching the Cow Boat at Shad Landing.



The CRABS Second Annual Columbus Day Cruise

By Noah

Saturday we staked out our campsite and had four boats in the river by 9:45. We decided to go upstream on the Pocomoke River about two miles, the tide was coming in, then up Nassawango Creek. The Pocomoke is a tidal river and up to a quarter of a mile wide. The Nassawango was perfect canoe territory. The guidebook said one-and-a-half miles to the first bridge, two miles to the second bridge, narrowing all the time. It rained a little in the afternoon, but we were in the cypress swamp by then, almost totally covered by branches, very primordial including the smell of the vapor coming off the water. The creek narrowed to about 20 feet wide and was very winding.

The mileage in the guidebook is straight line. When we reached the second bridge, the local canoe club was re-building the launch site next to the wooden bridge. We had our lunch break there. I was the only one brave enough to get out on a cypress stump and floating log. The new landing would be welcome as the bank is steep and overgrown. Phil (a.k.a. Magwa) went upstream. It is overgrown with branches above the bridge. I can only thank whoever keeps it cut back for us.

The trip back down the creek was enjoyable. By the time we reached the river, the wind had picked up and the purple metalflake, 200 hp fish scaring boats were kicking up quite a surf. We made it back to the landing around 4 PM, time to set up the tent, etc., and prepare for the Saturday night dinner. Being modern campers, we opted for the all-you-can-eat (175 items) buffet at Bonanza. (We were there to

have fun, not cook.)

Sunday morning breakfast at the campsite, coffee, sausage, fake eggs and bread. You can keep the fake eggs.

Elmo had to leave to drive back to Florida. The rest of us packed the three remaining canoes in my truck and drove to the Pocomoke City landing. It is a nine-mile drive (at least 12 miles by river). We came upstream again due to the tide. The wind was against us for the first hour. We found that on these tidal rivers, going against the wind is worse than the tide. After the first few miles, the river winds so much the wind alternately was helping or hurting so it didn't matter. The purple metalflake wave makers were still out so we stayed near shore. Like I said, this area is all cypress trees with no shore as the trees are right on the water's edge.

I mentioned we built all the boats. Elmo's was on its maiden voyage. No leaks. He now wants to make one for his wife. These are six-hour canoes from Water Craft Center in Buffalo, NY. The six hours to build is possible with three professionals. We got Elmo's done in three nights from already cut panels and stem pieces.

The double is of my design modification to the six-hour canoe. It's 20 feet long with the same cross section. It will move with only one person paddling or is very fast with both people paddling. I painted it WW II North Atlantic camouflage, just for grins. But on the first outing down the St. Jones River, it was nicknamed "The Cow Boat" by one of our guests (as in, "I'm not riding in that cow boat") but he's too young to remember WW II.

These boats took the waves of the metalflake fish scaring boats quite well, but they do weathervane in the wind a bit.

Sunday night, after another great dinner at Don's all you can eat seafood, we made a campfire to keep the lions and tigers at bay. This year, we remembered the matches. But at 2 AM Magwa woke up to the sound of wildlife, a raccoon was eating the potato chips we had left out. Harvey the "Hammer" said Monday morning that the fire didn't do its job, but I pointed out that not a single tiger bothered us all night.

Monday morning breakfast was coffee and low fat cupcakes, coffee cakes and cinnamon rolls. Like I said, we were here to have fun, cooking Sunday was too much. We switched boats. Magwa and I took out the cow boat to see how it paddled. We only went on a short trip out into the Pocomoke where we joined two other canoes and no fishing boats were ripping around. A deer swam across the river in front of us but unfortunately I didn't have the camera. We ended by circling the island in the park which has a small, winding creek that was like a Disney ride. Every turn had different things to see.

We have learned quite a lot by experience. First, everyone wears a PFD while in

the boat from launch to recovery. Every boat has a 15 to 20 foot rope tied to it, both to ease launching and for safety if we need to get hold of one in the water. The tides on the rivers here are hard to time. Usually the only published info is for the port near the mouth. There is a three or four hour lag upstream. Drivers of metalflake fish scaring boats do not always "watch their wake," so be ready for waves. We usually stay close to shore or take the more pleasant streams. The first trip some of us rowed but paddling facing forward is better all around. Plan easy meals, have plenty of bottled water or drinks, even in October you get dehydrated.

The 1996 trip planning has started. Someplace new with a campsite in the water. Maybe Elk Neck State Park if we can get canoes across the Elk River/ Chesapeake Bay. God willing I'll let you know how it was next year.

Cypress and lily pads on the Pokomoke.



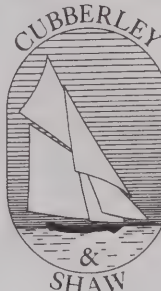
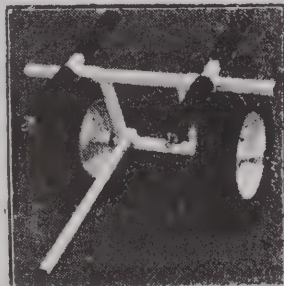
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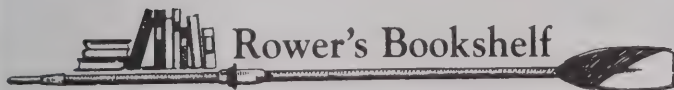
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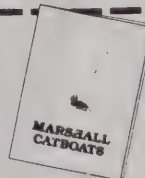
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Oystercatcher

By Conrad Natzio

Design

Oystercatcher is a traditionally-based, flat-iron skiff primarily intended to sail but with good rowing performance and capable of accepting a small outboard motor.

Construction is on the "instant" principles developed mainly by Philip Bolger and Harold Payson from traditional skiff-building methods. Pre-cut sides are formed round prefabricated frames before fitting the bottom.

No lofting or building jig is involved in her construction and the plans and building directions assume no specialized knowledge of boatbuilding. With moderate woodworking ability it should be possible to produce a boat ready to launch in about 160 hours working alone. Obviously, extra pairs of hands can reduce this total considerably. The designed hull weight of only 200 lbs. means that no operation is beyond the capacities of a single-handed builder without mechanical assistance.

The materials involved are plywood, preferably marine grade, for sides (1") and bottom (3/8") as well as frame webs and solid timber for longitudinals, frames, etc. All joints are glued and fastened with nails and/ or screws.

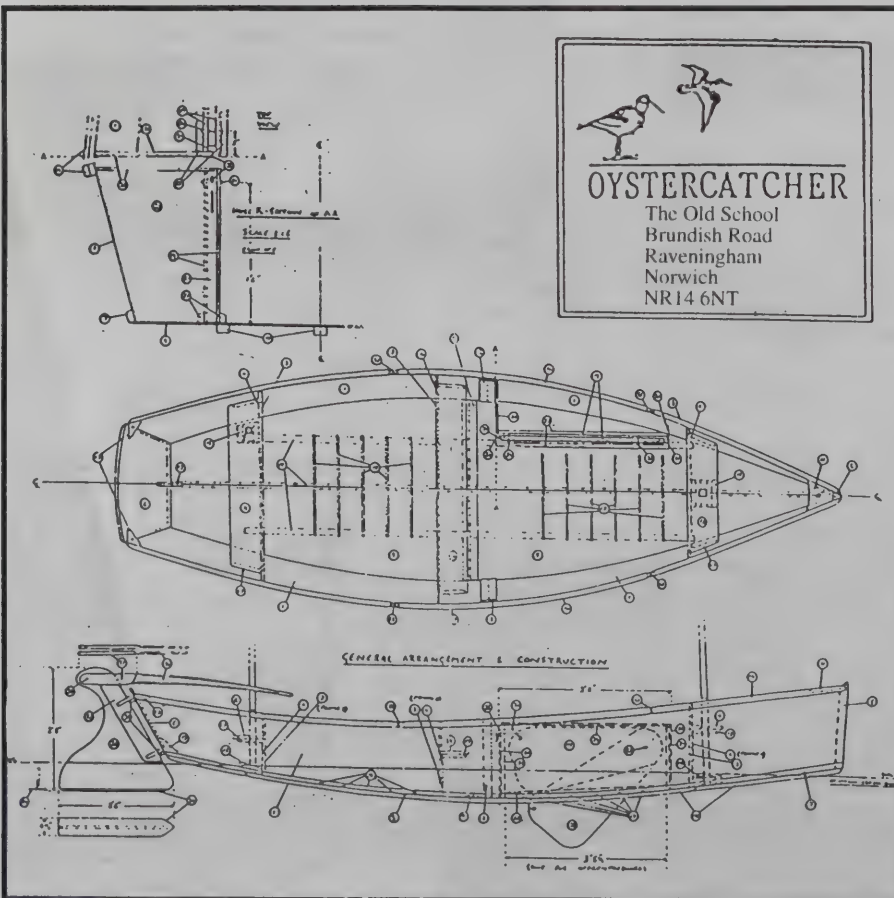
Plans consist of two A1 size sheets, and come packed in a strong tube with building instructions and sail patterns.

Sailing Rig

The balanced lug mainsail and small leg-of-mutton mizzen shown on the plans is probably best for all around performance and ease of control. If the boom is objectionable (because of the threat it may pose to the crew's heads) the boat will sail satisfactorily as a boomless standing lugger. The downhaul is transferred to the tack of the sail itself, which is thus brought back to the foot of the mast. The sheet will then need to be led back to a point on the leeward gunwale close to frame 3 (and should then be a single part which will have to be transferred from one gunwale to the other when tacking).

The historically-minded might care to try rigging the mainsail as a dipping lug, with the same qualities of lift and thrust as a modern genoa. The tack should be led to the stem and the sail sheeted to a point on the gunwale by frame 2. The major drawback of the dipping lug, the inability to tack without lowering sail, can be overcome by rigging a second tackle to the tack of the sail so as to bring it back to the foot of the mast having cast off the tackle to the stem, so converting to a standing lugger when tacking becomes necessary.

A sprit mainsail may be attractive for the lack of a boom and for the ease of getting under way from the brailed state by casting off a single tie. Moreover, a jib can be set to a short bowsprit without any fear of fouling the heel of a yard projecting forward of the mast as with a lug rig. The forestay (or rather, the block or eye for the jib halyard, since the jib is likely to be set (flying) can be low on the mast, reducing the bending effect and incidentally helping to tension the head of the spritsail. The latter should be permanently laced to the mast, for which purpose cyclets will be needed down the luff, and can be furled by casting off the snorter downhaul, and rolling the sail vertically round the sprit and securing the result-



ing bundle to the mast. For a temporary stow, leave the sprit standing and bundle up, or brail up, the lower part of the sail to the mast. The sprit can be made from 11" square, perhaps with cosmetic taper. Bowsprit, which needs to resist bending, from 2" square with less taper. It should fit through a reinforced hole in the bows, as close as possible alongside the stem, heel ships in a socket under the fore thwart, or on the foredeck if appropriate, in either case offset as necessary to bring the end of the bowsprit on to the center line.

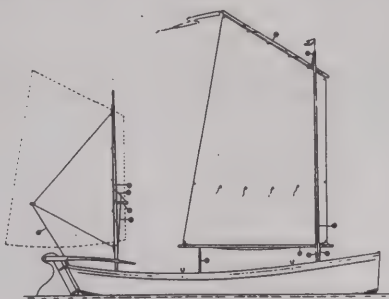
A leg-of-mutton sprit-boom mainsail, about 60 square feet on approximately the same proportions as the small mizzen shown, gives good sailing performance but necessitates a mast which may be inconveniently long if it has to be taken down for rowing.

For increased sail area for light conditions, or when heavily loaded, an additional mast step in the midships thwart opens up considerable possibilities (though this prevents installing a buoyancy bag here). It is desirable, too, to raise the thwart by an inch or so to improve the bury of the mast. Schooner rig may seem a joke on this scale, but gives much more sail area without significantly longer spars (and carried low with minimal heeling effect), gives a crew something to do, has some instructional value and may look good. The balanced lug is well-suited to a schooner's foresail, since the head of the sail is kept from sagging (a weak point with a gaff rigged schooner unless a kicking strap or guys are provided) and the rig has proved fast and closewinded in use. Sail can be reduced in various ways to meet increased wind strengths, and this may be necessary when single-handed or lightly loaded except in the lightest airs. Care is needed to arrange the foresail so as not to foul the jib and to keep the booms clear of each other in tacking.

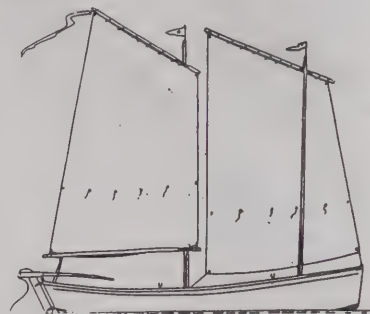
Setting two similar sails of equal size, the foresail as a dipping lug and the mainsail as a balanced lug, gives the maximum area, though with the inherent problems of the dipping lug.

Note that all these rigs can be achieved with the same three basic sails, and that the hull is remarkably tolerant of differing sail plans.

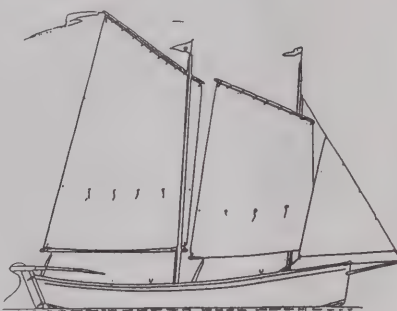
Balanced Lug



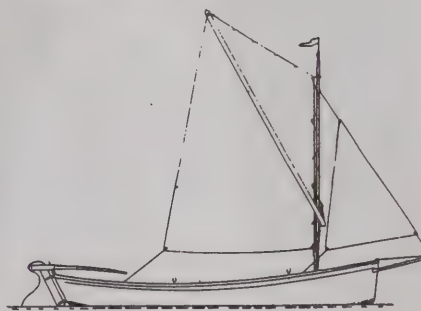
Lugger 114sf



Schooner 107sf



Spritsail Sloop 70sf



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Trimarans...Sail Fast, Sail Flat

Part 9: Joe Dobler, who has appeared on our pages before with designs like his Marietta Gig multi-oared pulling boat and Nootka Sound camper cruiser, is an old hand at trimaran designs. Along with his Triad design from the 1960's featured in this issue he sent along his views on planing amas developed in that bygone era with the comment, "I wrote this some time ago but I still think it is the right stuff!"



The Triad Class Trimaran

By Joseph Dobler

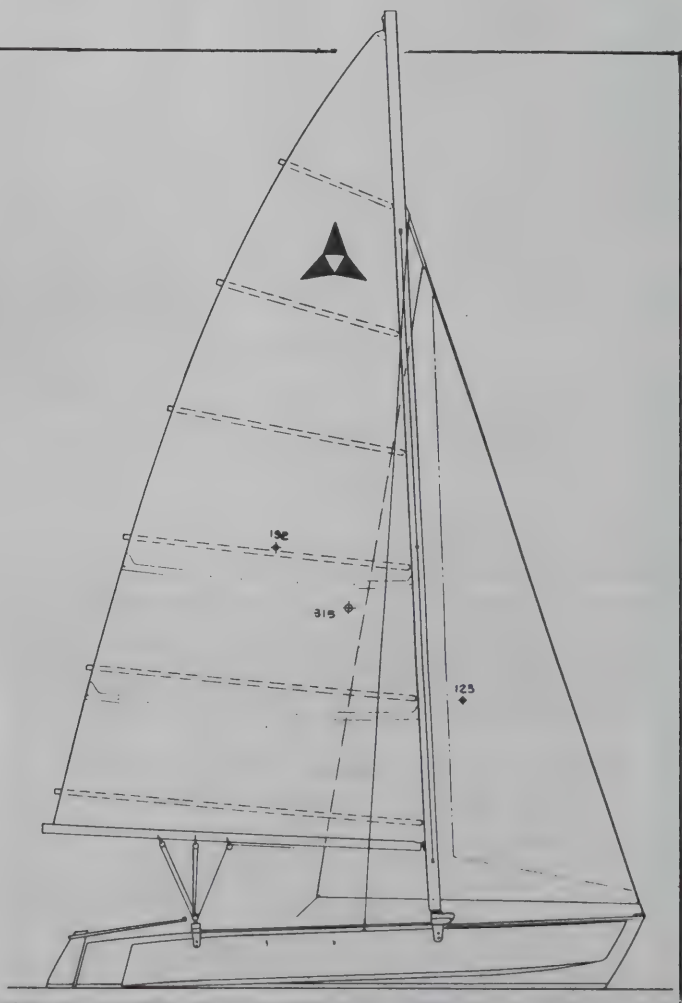
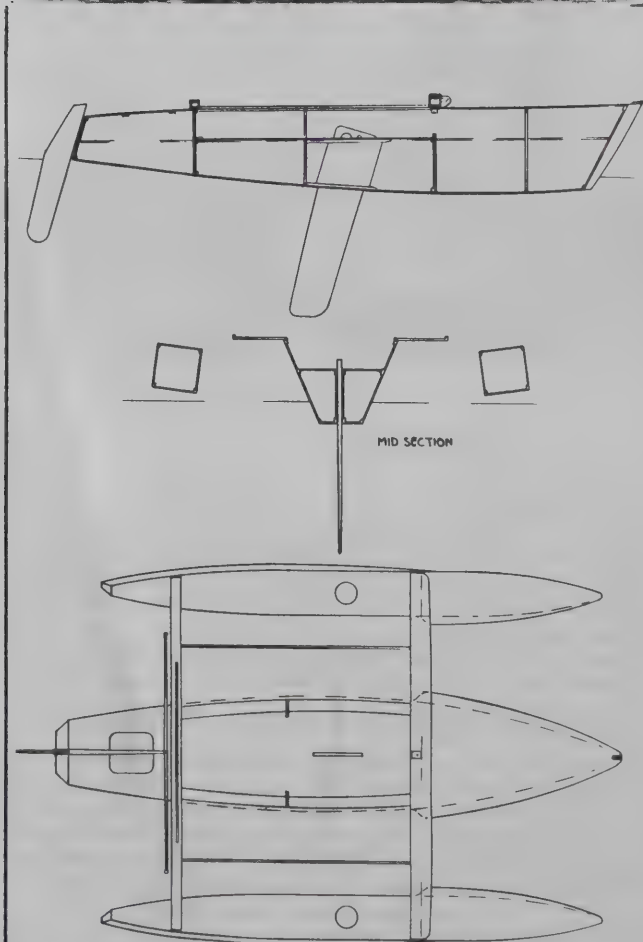
Outstanding safety and comfort are combined with thrilling performance in the "Triad".

The planing floats use dynamic lift for high speed without the "hull speed" limitations of sharp "displacement" types. Low drag floats give top performance on all points of sailing and allow the boat to drive ahead to relieve the wind load in the sails when the knockdown gust strikes.

Construction is plywood stressed skin with fiberglass covering, pound for pound the strongest boat construction. Cross beams are aircraft type box spars. There's an optional pivoted centerboard and rudder. The sail is fully battened on a rotating alloy mast with internal halyards.

Total weight is about 700lbs, highly trailerable. "Triad" breaks down into easily handled parts by removal of four bolts and four pins. Erection is a 15 minute job.

The 7' by 8' deck gives lots of room for daysailing. A simple boom tent makes a roomy camp cruiser. The 3.5' by 8' cockpit is self bailing. LOA 19'0", LWL 17'8", Beam 12'9".



Conventional sailboats have a speed limitation, commonly called hull speed, which is somewhat dependent on length, weight and shape and which sets an effective upper limit of speed possible under sail. This is the result of wave-making by the boat as it pushes the water aside in its forward movement. Hull speed may be increased to a certain extent by making the boat light and long and slender, but the limit, though a little higher, is still there.

Below its hull speed, the conventional or displacement boat is very easily driven. The Indian canoe is an excellent example of a fine lined displacement boat. It is famous for ease of propulsion at low speed.

Single hulled sailboats have shapes which are largely determined by their need for stability to enable them to stand up to the heeling force of their sails. The result is a relatively full bodied hull with pronounced wavemaking tendencies. Such a boat of, say, 25 feet waterline length will go about 8 mph at best.

The catamaran gets its stability in another way, so each of its two hulls can be made even finer than the canoe. It must be designed for good performance in light winds as well as strong, however, and the limit due to wavemaking though higher, is still there.

The trimaran combines a single fine hull, to carry the load, with a smaller hull on each side to provide the stability. The wind pushes on the sails and the trimaran resists the heeling force by transferring some of its weight to

The High Performance Trimaran

By Joseph C. Dobler, N. A.

the lee float, which can then push up with a force equal to the weight applied to it. This is in accord with the ancient law that water pushes upward on a vessel with a force equal to the weight of the water displaced by the vessel. The float is shorter than the main hull and if it is canoe shaped or V-bottom design, its resistance to forward movement will increase rapidly with increased load, approaching a hull speed which will be lower than that of the main hull. Obviously this is not good, we expect to go faster, not slower, when the wind blows harder. What to do?

There is another kind of boat, with a planing hull, which gets its support not by displacing the water but from dynamic lift as it gives the water a quick downward push in passing. At low speed the planing boat will behave as a displacement boat but with high resistance since it is a poor shape for low speed operation. It is ideal for high speed operation, however, as the resistance increases only slightly with increased speed and the planing hull is not caught in the hull speed trap. The lift provided increases rapidly with speed increase and is dependent on the area in contact with the water.

Planing floats, the obvious solution for

our trimaran. In light winds there will be little load on the lee float, so it will plane at low speed. When the wind blows harder the faster speed will give the float more lift and we have a neat self adjusting system. As load is transferred to the float the lighter main hull has less resistance, the total may actually decrease. The result — speed. This is the high performance trimaran.

Some people will say, "I am not greatly interested in speed, I just want to cruise. Give me safety, with speed a secondary consideration." No argument there, we all want safety, first and the time. There are various kinds of safety. Appendicitis or an infection from a trivial appearing wound may occur on any boat. Speed in reaching treatment is important here. Safety from capsizing is the area which is principally dependent on the design of the boat. A boat will capsize only when the wind forces can push it over easier than they can push it ahead. The multi-hull boat cannot heel to spill the wind, its ultimate safety will depend on its ability to spill the wind by spurling ahead when the knockdown gust strikes unexpectedly. I would not be so rash as to say any boat is non-capsizable, but certainly, the one with the least resistance to forward movement when the lee float is heavily loaded will be most non-capsizable. So, the planing float trimaran gives safety as the result of speed and not at the expense of it. I am sure that anyone who understands the situation will want the fastest boat under these conditions.

The Boat Really Works Well

By Joel Waldman

"September 2, 1981: I am the owner of the Triad originally owned by Lee Buffum and, since I am actively using it again, I thought I would write and let you know of its status. After using the boat up in the San Francisco Bay area for about three years, I left to go on job shop assignments in the Pasadena, Maryland and Culver City areas. Each year I thought I'd be back the next year, leaving the boat unused (on the trailer) is really inexcusable for both the boat and myself.

The winds and waters of the Channel Islands area were very easy on the boat, compared with the winds, currents and swells up here, and the boat just had its second major fix-up since I brought it up here in 1975. I have almost always used it as a cruising boat and I really pushed it to its limits in that direction recently when a friend and myself set out for a two-week trip from Redwood City to the Sacramento Delta region.

When I first brought the boat up here the first addition was a motor, which was a necessity up here, and I bought a 5 hp long-shaft Seagull and made a bracket for same. However, the boat is much too wet for a Seagull, which seems to be disabled by a couple of drops of water in the wrong places, and I had a lot of trouble because of its undependability when wet. We had to return the day after we started out because of the motor, which was also suffering from corrosion in the cooling system after the long period of disuse. I bought a used 9.8 hp Mercury with external tank, which is really overkill and I've never run it at full power, but it is a really dependable motor.

We left again four days later and made our way to the Delta via San Leandro Marina,

Angel Island to Martinez and then into the Delta itself.

On the way back we were worried about the winds which are usually really blowing into Carquinaz Strait and Suisun Bay, so we stopped in Pittsburg and rigged the boat for night sailing (I've done a lot of sailing at night up here) and waited for the winds to slow down. I've always had trouble keeping running lights watertight, but we did all right this time with the ones we rigged up. It probably appeared somewhat pretentious to put up a radar reflector on an open 19' racer/day sailor, but I had recently bought it for this occasion since we left around 3 AM and had to go many miles through a sometimes-narrow channel which was also used by oceangoing freighters and tankers (we did pass one going in the opposite direction sometime during the night). We turned this part of the trip into a 40-mile straight shot from Pittsburg to Angel Island.

As it turned out, it was a 10-day, approximately 175-mile round trip that we had gone on, and included having bridges open for us at our signals and getting a submarine mad at us due to an error on my part. We really appreciated the boat you designed, and it worked great both in the Delta and in the Bay, where the winds varied from calm to really wild (the small craft warnings are up frequently these days) and, despite our loading it down with the anchor (standard equipment for me up here), heavy, inflatable two-man raft, sleeping bags and padding (we usually put a tarp over the boom secured with shock cords to make a tent arrangement at night), groceries (we usually had one meal ashore and one on the boat each day, and restocked during the trip), clothes, fenders, a total of 8-1/4 gallons of fuel for the outboard motor, etc.

But the boat really works well. In fact, I once went for many miles down the Bay with the leeward float torn open due to a misadventure in Sausalito many years ago, which

really gives one confidence in the design.

I have never met anyone else who owned a Triad, but I hope that the other owners are getting at least as much use and satisfaction from theirs as I am.

The Boat Handled Like a Dream

By Art York

"November 3, 1968: I have my Triad at the Patuxent River in Solomons, Maryland, a beautiful spot on a deep river with little tide and just a few miles to the Chesapeake Bay for wide open type sailing.

Three of us just took a 28' Piver tri out on the bay because the wind, gusting to 45, looked a little bit rugged for the Triad. We dismasted the boat, so came back in and took the Triad out on the river.

The winds were steady at 30mph with gusts to 40mph. I have never sailed so fast in my life! The other two were out on the float and I was out as far as I could go and still hang onto the tiller. I'd say we were doing better than 20 knots, perhaps 22 at times, with a Star jib instead of the genoa. It was one helluva lot of fun and the boat handled like a dream."

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Building the Swamp Yankee

By James Flint



In August of this past summer I built a 10-1/2 foot canoe. The plans are sold by Bob Sparks as the Swamp Yankee. The plans were very brief and really didn't cover all that I would have wanted to know, but I expect that that was on purpose, to encourage independent investigation.

The plans call for 1/8" luan plywood, cut and folded to form the shape of the canoe, after which the seams are fastened using ordinary stitch and tape/epoxy construction. I was unable to find 1/8" plywood of a consistent thickness (ten pieces tested by micrometer showed variation) so I use what we call 5.2 mm luan, which is between 3/16" and 1/4" thick, and was much more consistent in its variation. This thicker plywood made for a sturdier boat but also led to other problems. I used WEST System epoxy.

The first chore was scarfing one and a half sheets of 4x8 plywood together to form one sheet 11'9" by 4'. Due to the size of my shop, I elected to rip the sheets in half lengthwise before scarfing. This meant I had to make two scarfs 2' long instead of one 4' long. I

Bulkhead shore to ceiling of shop. One gunwale clamped, never enough clamps!



stacked the plywood with the edges staggered and the faces properly aligned and used planes and a belt sander to cut the scarfs. Then I glued both scarfs at the same time, one stacked on top of the other, clamped and weighted for about three days. The scarf on the bottom of the stack later failed, due no doubt to inadequate clamping.

The next step was drawing the shape from the plans onto the plywood. The plans were vague in the bow section, so I found a can with a good curve and used that. I then cut out the stacked pieces with a sabre saw. After cutting, with the pieces still clamped together, I drilled holes about 3" apart all along the mating edges of the two pieces. Copper wire was fed through these holes and lightly twisted together. Not lightly enough, because when I spread open the sides and began tightening the wires on the quasi-chines, the plywood broke at two places — in the bow and in the stern, on opposite sides, about one foot back from the stems. That was a depressing day.

The breaks were small, only about 5" long each, and upon reflection they were really close to ends of the boat. One concern that I had had was the lack of flotation, so I had the idea of installing bulkheads bow and stern at the points of fracture. These bulkheads would fair the hull, strengthen the breaks in the plywood, provide space for foam flotation and support for the decks. Because of the strength of the plywood hull these bulkheads had to be installed under pressure using braces from the ceiling. The bulkheads were cut and fit, then glued and filleted and the topsides were scarfed and glued. Then the hull scarf mentioned earlier failed. Without pause, I glued it again and reinforced both of them with some fiberglass cloth.

Filleting the three long seams on the inside was next. I used a mixture of microballoons and sawdust — a mistake. The sawdust stands straight up and out of the surface of the epoxy. No amount of tooling in the wet or green stage could make it lie down. Sanding when cured was the only answer. After the fillets had cured for two days the boat was very rigid. The bulkhead shores were removed and the canoe turned over. Wires through green epoxy can be drawn with vise

At 33 lbs., the best way to empty the bilges. Samantha seems impressed.

grips, but after two days they just break. I don't like heating up thermosetting resins, so I didn't try the other method of taking out wires. I just cut them flush and ground them down with a grinder. I filled the seams first so I could grind wires and fair seams at the same time. I then taped the seams with 3" wide fiberglass and slightly thickened epoxy. Three coats of slightly thinned epoxy were used to fill the weave of the tape. I used alcohol to thin epoxy to the consistency of water as a sealer for the exposed plywood, three coats there also.

After taping was finished, I turned the boat over and started on the interior. Foam blocks were cut and installed in the ends and decks were cut and fit to cover them. Two thwarts were installed and pine gunwales were glued onto the outside of the sheer. The sawdust fillets were sanded and all exposed plywood sealed with epoxy. Sea trials happened in the Saugatuck River, the river that I grew up on. Initial stability was low but settled down, and now I am used to it. Tracking was good with a slight tendency towards the side of the last paddle stroke. I had made a double paddle to Skip Snaith's design and that worked well also. She floated with the bow slightly up, which I prefer. One of the hull scarfs opened up, but I just threw epoxy and tape at it and started painting. She is painted grey with cream pinstripe outside, cream with grey paint drips inside.

Further sea trials in Long Island Sound showed that waves were not really a problem, that maneuverability was still good in a chop and that a nine year old can manage her just fine. The added flotation makes her heavier than expected (33 lbs.) but adds to peace of mind. Construction took me three weeks of spare time, one hour in the morning and two to three hours most afternoons. I spent about \$150 on materials, but used about half of the epoxy on another boat that I built at the same time. This was a cost saving method, leftovers from a batch of glue for the canoe were not discarded but used to assemble the components of my next boat, a move I recommend to any Swamp Yankee builder.



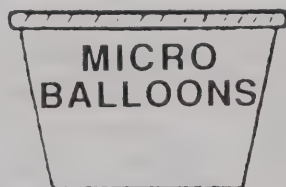
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No comment!!

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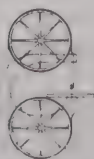
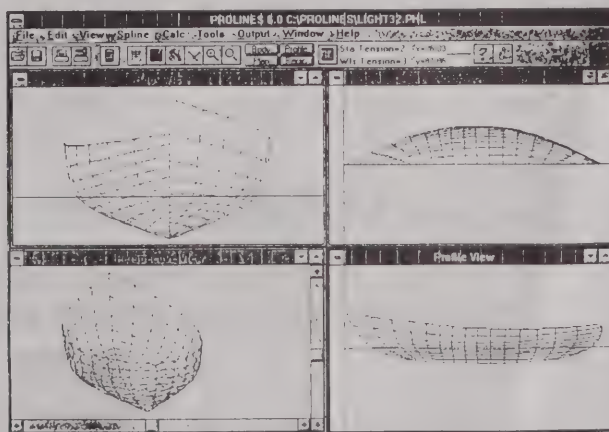
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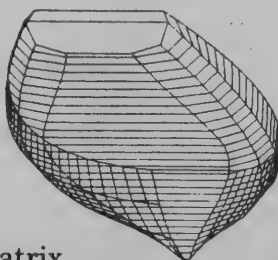
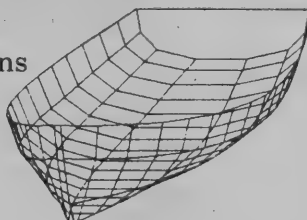
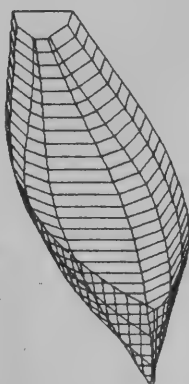
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Center of buoyancy
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Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area

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Yard Queens and Other Passions

By Warren H Milberg

Did I ever tell you about the real "yard queen" at my marina? It breaks my heart to see what were once lovely old boats left by their owners to go to seed. There are a small number of them in the yard at my marina that seem to have been abandoned, all were once handsome boats. But one has stolen my heart.

It's an Owens 41 or 42, I think. It looks like it may have been of ancient Hinckley extraction. Maybe something Hinckley designed long before the Bermuda 40. All wood, including the spars and rudder. No noticeable maintenance on her for over six years, when she was sailed into the marina, hauled and blocked and left there by her owner to wither. And wither she has. But her lines are magnificent.

Relatively short waterline for such a big boat, as was the custom when this yacht was built, probably in the late 1940's. Long counters and overhangs. Narrow, wineglass stern. Wonderful sheer. Long boom with a low aspect ratio. Probably quite tender, even with a 6-foot draw. You just know that when this boat was in its heyday, it really turned some heads when she passed you. This is the kind of boat that would never be behind you on the water.

Even in a state of disrepair, she looks absolutely regal sitting in the yard dwarfing all those old, inelegant, broad-beamed cookie-cutter glass fiber modern production boats all around her. A true queen surrounded by drones. The lines and bendings of her now dried out timbers continue to be a silent tribute to the art and skill of some anonymous craftsman of years ago. Whoever built this boat loved what he was doing.

Anyway... I must pass this lovely boat every time I go to my dock. My head always goes to this boat, named aptly the *Lady Phoebe*. After looking at this boat for over a year, I decided to inquire about it. My wife just got tired of hearing me talk about the lines and look of the boat. She told me to find out about it. Maybe even make it my "project boat." She understands my passions. And so I did, but a day or two too late.

A few days after I inquired, the boat was sold.... A few weeks later, I was leaving my Sea Sprite and saw the new owner on *Phoebe*. I told him the same maudlin tale of love at first sight I'm telling you. He invited me aboard to let me look over her interior. I scrambled up the ladder and stood in her cockpit, imagining for a moment what it would be like to be at the helm of this great boat in a fresh breeze. I wondered about the excitement the original owner must have felt each time he stepped aboard. Moving slowly down the decrepit companionway, I was heartbroken by the scene. It was awful. Old, used plates and flatware still in the galley. Gear and old clothes strewn everywhere. A disaster area. What once had been teak and holly had been painted over with cheap white paint, now flaking.

It looked like the previous owner just sailed in from a cruise and, rather than clean up his lovely boat, just had her hauled and walked away, never looking back. I went over to the keel-stepped mast in the main saloon and could see far too much daylight coming in from under the boat. All the chinking had long since fallen away. There was rot everywhere. The interior was actually not much bigger than say that of an Alberg 30, relatively narrow and with the same general layout. Al-

though over 40 feet in length, this was a two-person boat. Owning this boat must have been a very personal experience.

The new owner discussed his two-year plan to restore this lovely boat to her original condition. He told me he would have *Phoebe* moved to another place on the South River (just below Annapolis) in the spring where he had a home and could work on her there. I wished him well and opined that I thought two years seemed optimistic. We exchanged business cards and he said he would call me when she was launched. I hope so. But in my heart I knew that I'll never see her again after she leaves the yard.

On my way home that day I wondered if boats have souls. This one does.

A Truly "Instant" Boat

By John Smith

It was early summer or late spring, depending upon one's desire to rush the season. My daughters were holding a yard sale at my mom's house. In the front yard was a 12' Sea Maid aluminum boat on a trailer, which has absolutely nothing to do with this story other than it was the reason the young man of whom I'm about to tell you stopped.

This young man pulled up in an old VW van to inquire what we wanted for the aluminum boat. He was on his way to the local lumber yard to buy the plywood and what-not to build a small boat that he could row or motor with his 3 hp outboard. My mom would not sell this aluminum boat, but had something in the back yard that he might be interested in.

Some months prior to this, my mom and dad had decided to build a sailing dink. The hull had been completed and some thwarts installed. The boat was 95% finished when my dad had a stroke, which brought work on the boat to a sudden and, sadly, permanent stop. The young man was quite taken with the nearly finished boat. Seems it was pretty close to what he had in mind.

Mom sold him this boat, the wood that was to be a centerboard trunk, some hardware and the mast all for \$110 dollars. I helped him tie the boat on top of his van. He was happily on his way home by 10:15 AM.

The humorous part of this story is that his wife was working. The last she had seen him, he was heading for the lumber yard. It is quite likely that by the time she got home that evening, she would find her husband putting the finishing paint job on his new boat. It was his full intention to let her think he had done all that work in one day.

That's about as "instant" as a boat gets. I've often wondered, however, if his "joke" backfired. I can imagine his wife saying, "honey, if you built that boat in a day, a nice cruising sloop shouldn't take you more than a week or two."

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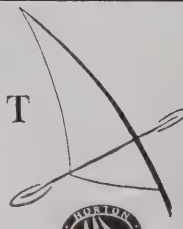
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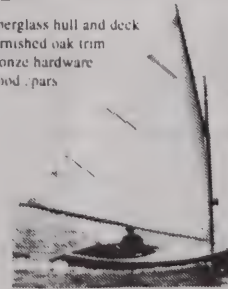


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Your Techniques, Tools, Ideas...

Are you one of us who are concerned about shop dust? Do you wonder if some of the hardened epoxy resin or fiberglass is getting into your lungs when you sand? Does that wonderful smell of sawdust not seem so wonderful anymore? Have you wondered what you might do?

Some of you have looked around and found that the options are: work inside and breathe the dust, work outside and cater to the weather, wear a disposable dust mask, buy and wear a hot and expensive dust mask, use a single station power dust collection system, or use a multi station dust collection system. Let's look at the practicality of the options.

Since I live in Southern California, I can count on about five months of rainless weather each year and many days with mild temperatures, even in the wintertime. But I know that many of you have to endure high humidity, intermittent rain, really nasty and cold weather, and summer heat that would make the devil himself sprint for a cold beer. I have my shop

A Practical Way to Avoid Breathing Shop Dust

By Michael Briggs

on rollers so I can move everything out in the driveway and have room in my garage and the wind will blow the dust away. Still I have noticed that even outside in the fresh air, the dust is still pervasive and I breathe too much dust. There are some days that I want to work inside and the dust builds up rapidly. I used to run my shop vacuum all the time near my work station and that helped some.

If you work inside and breathe the dust, several things can happen or for a while there may be no obvious effect. You may develop allergies to several common substances, you may aggravate other existing allergy symptoms, or you may have a gradual buildup of wood dust and fiberglass dust in your lungs that will stay there for the rest of your life. This buildup of particles has caused various long term debilitating diseases like miner's black lung, asbestosis, and one involving fiberglass. Some times you will just feel lousy for a few days after exposure.

I used to wear a disposable dust mask but I could still smell the wood and I noticed that I got wood powder on my skin under the mask, so I knew that I was breathing dust. I just didn't know how much dust that I was getting. In addition, my glasses would get dusty and they fogged up rapidly even in our low humidity. The better dust masks cost much more, were uncomfortable and restrictive and unbalanced, and made me look like a space bug.

Since I have to move things around to work, a single station dust collector was impractical. Large dust collection systems are somewhat complicated and very expensive and often tie you down to an area. Still, some dust escapes any dust collection system and who knows how much? Is it too much or is a little dust OK? Who knows and who is qualified to say?

Here are a few requirements that any type of dust reducer must have. It must do the job of eliminating dust without taking up valuable shop space. It must be easy to use or it won't get used. It would be nice if you could get more benefit than just dust reduction. It should be reasonable in price and have usefulness in more than a few situations.

Not long ago I was reading *American Woodworker Magazine* and there was a product review of dust helmets. I was immediately interested and ordered one that I thought was the best because of the filtering ability and a reasonable price. I was not disappointed. I have had the dust helmet for about a year or more and now I don't go out in my shop without putting it on, even for short jobs.

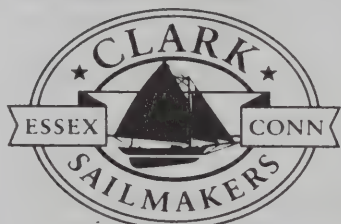
Here are some benefits that I have liked and found useful. This tool is very portable and the rechargeable battery recharges rapidly. The battery really lasts a continuous eight hours as advertised. I can have a high quality dust filter with me at all times. I have a built in Lexan face shield which is practical because I wear glasses and full face shields cover areas other than my eyes. I remember pulling a six inch plywood splinter out of my cheek which came from a sheet of plywood that I was nipping. About an hour later I started wearing full face shields. The shield never gets

scratched because I bought inexpensive plastic stick-on-covers that go on fast and cover well. I get filtered air at a positive pressure blown into the area between my face and the shield. The moving and clean air prevent my glasses from getting dirty and keep the humidity down between my eyes and the glasses and I never get sweat falling on my glasses. I never have a vacuum around my nose so I can't get dust pulled into my nose. Dust never gets in my eyes and I never smell wood odor and when dust is swirling thickly around me I can take a big clean breath of fresh air. The seal around the face plate is very good but gentle so it never bothers me even after wearing it for many hours. The dust mask has a sturdy but medium weight hard hat as the main structural component. If your head is about 7-3/8 or smaller you can get integral hearing protectors. My head is larger so there is a different hard hat and I wear ear plugs. Let me tell you about comfort and convenience. You can put this unit on in about ten seconds and when I'm wearing it I literally forget I have this tool on. I have had to physically check to see if I remembered to put it on. It is not only comfortable but unobtrusive. The shield flips up easily and out of the way.

Compressed air cleans the filter rapidly and does no damage and there are no tools necessary to remove the large and sturdy filter. I bought an extra filter but I don't know if I will ever need it if I clean the original filter regularly. Filters run about \$12. They are supposed to last 75 hours. A small hose comes out of the back of the helmet and plugs into a small filter/fan/battery unit worn around the backside of the waist. It has a wide belt with quick release buckle. If you are going to be in a very high dust environment or be spraying paint for a short while, I would recommend tying a rag around the unit to avoid rapid buildup of sticky stuff on the filter. This is not a unit to use with fumes but only with particles. The unit comes with an easy to use flow gauge to check the filter.

The distributor told me that he sold about 2600 of these units last year. There are other companies that distribute this type of product but I have had excellent service from Racial Health and Safety, Inc., 7305 Executive Way, Frederick, MD 21701-8368. Or you can phone 1-800-682-9500 or 1-800-328-1792 and ask for Mike. He was very patient, knowledgeable and informed. My helmet is built to professional quality standards. Shipping was fast and you can select your method of payment. I am recommending this product because I have used it and I believe it is a very sensible alternative to other much more expensive alternatives and it works incredibly well. I have really become attached to my dust helmet.

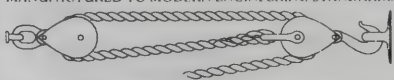
Expect to pay about \$330 for the helmet. I think they pay shipping and handling. This tool, along with a good shop vacuum and compressed air, can save your health for a lot less money than a dust collection system and is more reliable. This is a well built, lifetime tool. All parts are replaceable if they would ever wear out. If you would like to ask me any questions, I'm Michael Briggs, and you can call 1-310-425-6629. I'm on Pacific Time. You can write me at 3326 Charlemagne Avenue, Long Beach, CA 90804-3404. One more thing. I don't look like a space bug anymore. Now my wife says I look like a pot bellied astronaut.



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While Working on my Beetle Cat . . .

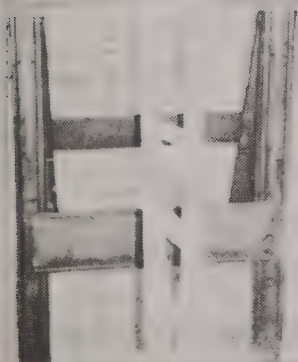
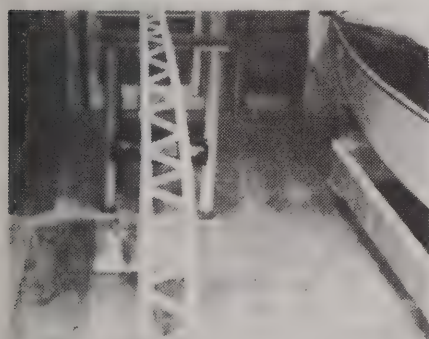
While installing a new sheer plank in my old Beetle Cat, a local boatbuilder, Roger Carroll, showed me a method of making a pattern for the plank that I thought readers would be interested in. Maybe it's not new to some of them, but it was to me, and saved us a lot of time in fitting the new plank. The photo shows the finished pattern plank. Unfortunately I forgot to take pictures of this on the boat.

What Roger did was to get two strips of pine, the same thickness as the planking, and nail them to the frames at the top and bottom of the space where the old plank came out, flush against the adjacent planks. In this case, the upper edge was against the underside of the deck. He then took short strips of very thin pine and stapled them to the strips to make a latticework as shown in the picture. Once this was done the length of the boat, we just pulled out the nails and removed the entire structure just as if it was a whole plank. We used this to mark up the actual plank and it required very little final planing to get an excellent fit. I was amazed at how stable the structure was, just as if it was a whole piece of wood.

While doing some restoration work on my old wooden Beetle Cat, I came across a situation that perhaps some readers may have comments or suggestions on. I decided to use stainless steel fastenings rather than bronze because the boat was originally fastened with iron and/or galvanized fasteners. I discovered that, because of the proliferation of their use on fiberglass boats, self-tapping SS screws were much more readily available and cheaper than SS wood screws. My question is: are self tapping screws any better or worse than wood screws when used as fastenings in a wooden boat?

I would like comments from readers.

Roy L. Terwilliger 105 Church St.,
Harwich, MA 02645



Fear of Looking

(In response to Jim Thayer)

By Doug Martin

Back in the pub after their losing their first race in the Scilly Isles, a British chap remarked to a crew member of the pilot gig *Kittery*, "You guys aren't looking at your blades." Indeed, film clips showed the British crews leaping through the chop powered by surgically clean blade work, while the equally powerful Americans tended to fuss and foam at the blades.

To truly see is difficult and rare. We humans base our thoughts and actions on subtle internal concepts that often bear no relation to reality. We rarely test our concepts with a fresh look or even by playing with sticks and string on the table. Jim's diagram of the Delgadaguan rowboat is mechanically impossible. If the sticker no move, then the boat she no move (unless, as the simplest solution, the oars are allowed to slide inward through the locks.)

Every year in the Gerrish Island race where oar blades are often braced on narrow, unforgiving sod banks, several people experience the consequences of this geometry in an expensive way.

Years ago I was talking about oars with a local fisherman. "You won't believe how oar blades move in the water," I said. "Yeah," he said, "They move in a comma path." "How did you know?" "You can see the trace of the tip in the mud when the water is shallow."

I had already done some careful measurements the same way using a wire probe on the blade tip and a dragging chain to mark the path of the boat over a mud flat on an ebb tide, but even twenty years and a lot of study later I find the concept of the comma path and the actual motion of blades to be vaguely unsettling, like relativity or quantum mechanics. In following the chain of consequences of blade motion, I had to cast out some cherished beliefs. The most productive questions are dangerous. The answers force us to change our world view, to abandon our cozy fireside, lift our sheltering arms and let the wind shiver through our armpits. Far safer and easier to muddle about wondering to what class lever an oar belongs than to look over the side and see something new when rowing over a mud flat.

"Now if we untie the boat it begins to move. Surely something has changed?" Jim writes. Yes, yes keep digging, keep looking! There is an infinity in this question.

But beware of alluring sirens that have no basis in reality. Force seems to offer infinite speed if we forget power. If the hands pull with ten pounds force and the outboard oar is progressively shortened, then the force on the blade will progressively increase, but only if the boat is tied to the dock in Delgadaguan. However, in the USA, the oars will move through the water in response to a force at the handles, the boat will move if free and the rowers hands must absorb power to maintain a force of ten pounds on the handle.

Like other engines, human bodies have a power curve relating force to rpm or strokes per minute. We can measure the power required to move a boat at a certain speed. If the power required to move the boat plus the power lost in the oar is within the power the rower can supply to his hands, then there is an ideal speed and force at the handle for that rower at that boat speed. This handle speed and force is matched to the rower by adjusting the rowing system, primarily the length

and gear ratio of the oar. The ideal handle speed and force is a function of human physiology, thus is the same for forward facing and backward facing oars, but different for sliding seat and fixed seat. The power curve for fixed seat rowing at moderate power is quite flat, so in practice one can be comfortable with a range of gear ratios and oar lengths. However, there is a great tendency for men to favor oars that are too severely geared, probably in the belief that a harder pull means more speed, but that can be like lugging an engine. Boats respond only to the effective power put out by the blade measured as the forward thrust force at a given boat speed. Large power losses can also result from poor blade work, improper blade shape and blades too large or too small.

"Now if we untie the boat it begins to move. Surely something has changed?"

That's a dangerous question, Jim. The comma path and its unsettling consequences threaten. What if oar blades are really wings? I feel safer by the fire for the time being.

Douglas Martin, Martin Design, 67A
Hanscom Rd., Eliot, ME 03903, 207-439-7170

Another Epoxy Patch Filler

By David N. Goodchild

I was interested to read in the December 15 *MAIB* about Sam Overman's epoxy patch filler made from fibers culled from fiberglass cloth scraps.

I recently needed a good, strong, machinable filler material and I took a similar approach, but I think a little simpler one, and I found what I believe is probably the ideal filler and filleting material lying around in the basement. This was old fiberglass insulation. I used the pink kind and a benefit of this will be apparent. The material soaks up resin very quickly, kicks off rapidly due to the high resin and fiber concentration and forms a structural fillet which I believe is unbeatable. It is extremely strong because of the random arrangement of the thin fibers and can be machined (sanded, drilled, shaped, etc.) with ease, and it will form into a fillet very easily in the same way as powdered filler, by shaping it with a spatula. You can even twist it into a rope to form specific shapes.

The pink type is best, I think, because as the resin soaks in the material changes color. At first it is a spotty pink but as full saturation occurs it turns a deep purple. At this time you know that the addition of further resin is not needed. The concentration will cause this stuff to cure much more quickly than thin films so you should plan ahead on what you need to do.

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Pinky Schooner

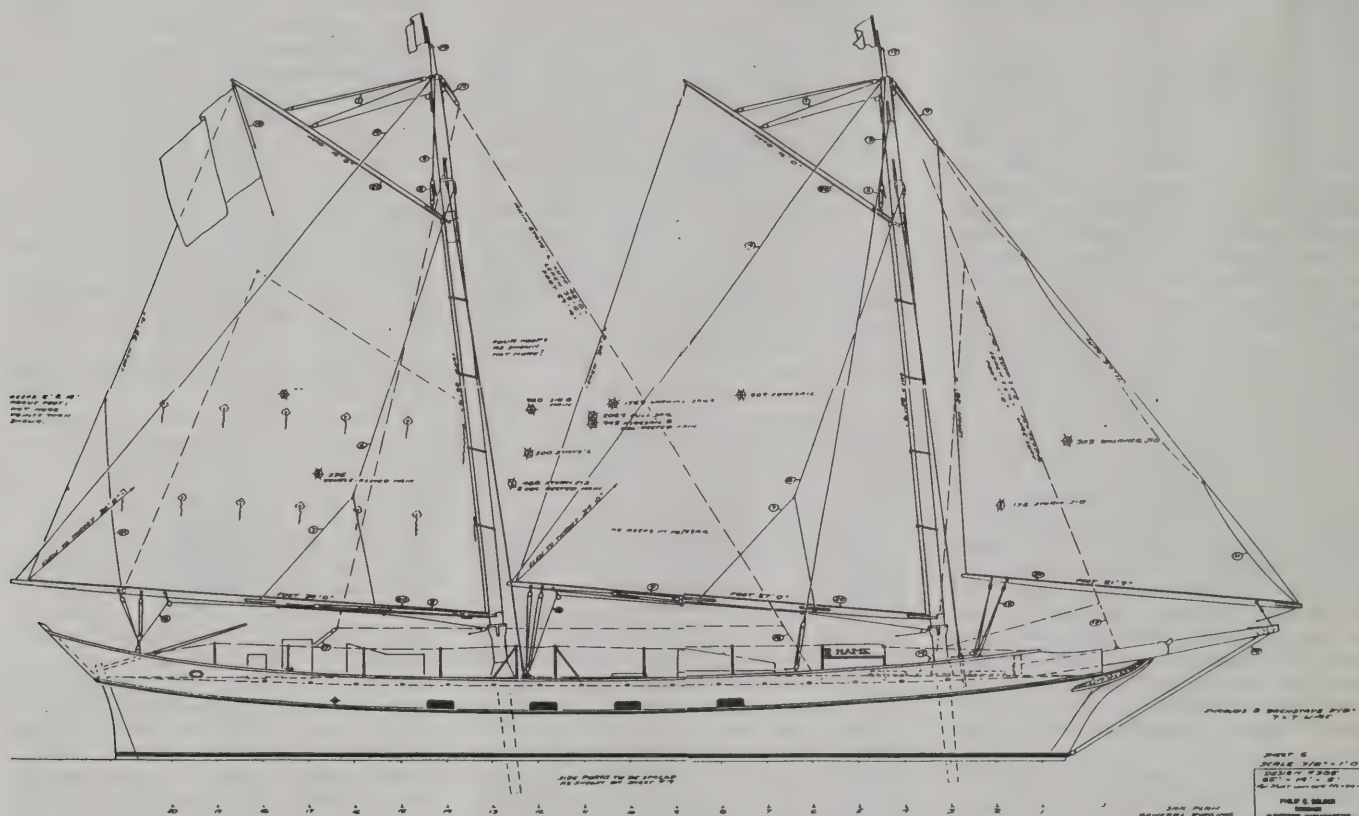
65'0" x 14'x0" x 5'0"

The man who commissioned this design was a professional carpenter, who intended to build her and use her as a mobile workshop with go-anywhere-fast capability. He later

concluded that she would take too long to finish, and started over with a smaller (48') design.

The construction was planned as far as possible to combine immense strength with avoidance of very heavy components, hence the strip construction with an almost equally heavy sheathing inside light bent frames. The ballast keel is a lamination of steel bar stock bent to the profile of the keel and welded together. The gaff schooner rig allowed a large

sail area without very long spars or high-tension rigging. Pinkies were famous for seaworthiness, but partly because they were compact and roundish. This stretched version, about half-again the length of a traditional pinky with a similar midsection, wouldn't be so dry hove to, and her speed would produce violent motion when she was driven hard. As against that, she would make such fast passages that she might make her ports between gales. 200 miles a day ought not to be rare.



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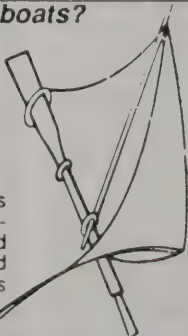
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I may be a rare one, but I've always found plywood boats with hard-chine hulls appealing. There are, on the one hand, numerous classic hard-chine designs with well-proportioned traditional lines and, on the other hand, designers like Phil Bolger who have gone a long way in showing just how functional hard-chine plywood hull shapes can be. The hard-chine hull form is a fast, inexpensive, and sturdy way to build a boat.

Modern variations of building techniques make the hard-chine hull form even more appealing. Such variations have improved the strength and durability of sheet material joints. The best example of this is "stitch-and-glue" or "tack-and-tape" building. For those who may not yet be familiar with this approach, Sam Devlin provides a good primer (*Wooden Boat*, 1992, 106, 80-89; book expected soon *Devlin's Boatbuilding*, International Marine). Other technical improvements such as multi-layer lamination of plywood sheet material allow for greater curvature and twist in designs while at the same time enhancing strength and stiffness (see Reul Parker's, *The New Cold-Molded Boatbuilding*, 1990, International Marine).

The Criticisms of Hard-Chine Hulls.

Despite these positive qualities and expanding possibilities for hard-chine designs, critics often deride the hard-chine hull form. Such criticism frequently over-emphasizes the negatives in such features as hydrodynamics, for example, by calling attention to the greater surface for a given cross-sectional area but illustrating only the worst case cross-sections. At the same time, positive features of chines (e.g., in lateral resistance) are usually underplayed. However, the most often heard objections to hard-chine hulls is with their "boxy" aesthetics.

While many very appealing hard-chine designs do exist, one reason that others may be less successful is that to create a new hard-chine is a tedious and difficult process. This difficulty results from the geometric awkwardness of designing with flexible sheets. Sheet material will only bend on a single axis, be the material paper or steel, short of torturing it. You can't shape a sheet of paper into a football, but you can make a conical or cylindrical paper cup. Similarly, you can't just lay sheet material over any set of hull lines and have it not buckle or crinkle. There are constraints on the curves over which sheet mate-

Designing Plywood Boats: Hard Chines and Developable Panels

By W.G. Hall, t. Hall Small Boats

rial will lie smoothly, even very flexible material, and thus there are limits to shapes that can be formed.

Shapes that can be formed from sheet material are technically termed "developable surfaces." Theoretically, such surfaces are composed of portions of cylinders or cones, or varied combinations of these two. On the one hand, this constraint is limiting, but on the other, considerable interesting and pleasing curvature can be gotten from variations and combinations of these shapes. The geometric constraint that panels of hard-chine hulls be developable makes designing such hulls at the drafting table time-consuming and difficult. It is just as cumbersome to design hulls by building models, an extensive trial-and-error process. As often as not in actuality, hard-chine construction has proceeded in the boatshop without benefit of a drawing of the flattened shape of panels, instead relying on simple (often cylindrical) panels, on the ability to spring and later trim the panel to a simple frame, on rules of thumb established by years of trial-and-error, or on patterns taken from similar hulls.

You can observe the emphasis on simple curves by studying the lines drawings of many hard-chined boats. If the cross-sections or stations seen in end-view consist of straight lines throughout a panel, the only shape that can fit that panel will be a portion of a cylinder. Many traditional skiffs, sharpies and dories take this form. In contrast, if the panel has the shape of a portion of a cone, then some of the station sections will intersect the cone across its axis lines and produce a curved intersection. Imagine a slice through the side of a cone. That is, the hull panel will look curved in cross-section, even though it is formed from a flat sheet. Indeed, if the panel shape is conical, there will be only one station that has a straight line intersect. The others, to some degree, will be curved. Note how this curved intersect shows that even a panel shaped as a portion of a single cone results in a hull form whose lines are more interesting because of having the curved sections.

Getting such curves in station cross-sections of hard-chine hulls is a good example of the way in which more interesting shapes can be formed from plywood. In Figure 1 I've illustrated how the natural curves of panels in a simple, single-chine hull can actually generate smooth curves in both the bow and aft sections and transoms of a pram hull. An important point about such hull forms is that, given an accurate pattern of the flat shape of the panels, they are no more difficult to build than a hull with straight cross-sections. Indeed these curves represent the natural curve of the surface of the plywood and will appear virtually automatically if the panels are expanded accurately and fitted tightly at the chine. Try this yourself in a model by cutting out and taping together the panels of the little pram printed as Figure 2. As an aside, you should be suspicious of any "lines" drawing that has straight but non-parallel station lines in end view. In such instances it is unlikely that the designer has accurately determined the developability or shape of the panels, thus these station frames will not reflect the real shape of the intersection of the panels with frames and bulkheads.

A couple of years ago, Joe Dominic and I, both backyard boatbuilding enthusiasts, wanted to see what we could do with plywood shapes. We believed that much of the objectionable appearance of hard-chined hulls could be reduced by a creative exploration of the shapes that can be formed with flexed panels. I describe here what we found, a process that eventually led us to develop our own hard-chine design computer software.

Computers Make Surface Development Doable. Thanks to computers, the equivalent of multi-conic development can now be carried out more easily and quickly than in the days of manual drafting. Indeed, surface development and hard-chine design capabilities have existed for several years in high quality but expensive boat-design software oriented towards naval architects. Joe and I found ourselves wanting a considerably less expensive way to explore developable surfaces for our own boatbuilding projects. The software we eventually developed we call "Hard-Chine Boat Design" or "BtDzn" (pronounced boat design) for short. [As a personal aside, even though Joe and I have been working together for almost three years and have exchanged hundreds of e-mail letters, countless early versions of our software and photos of

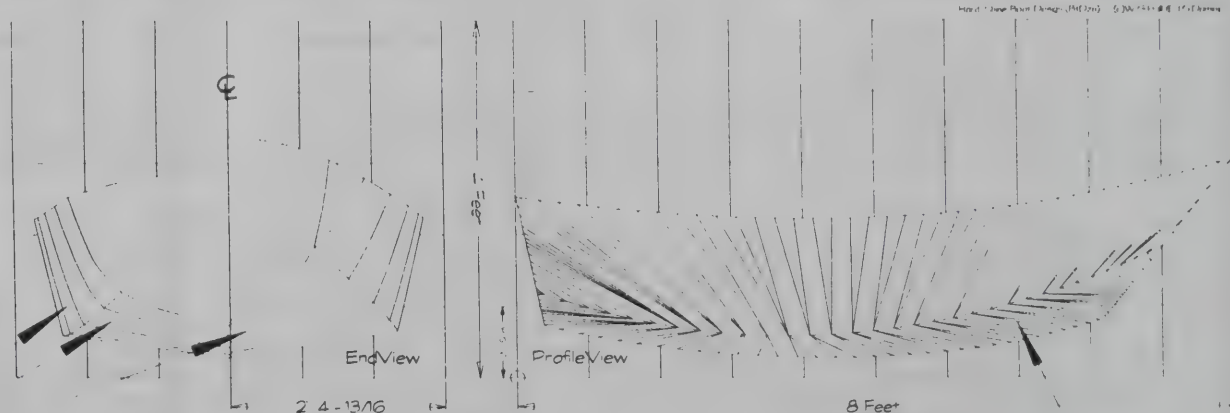
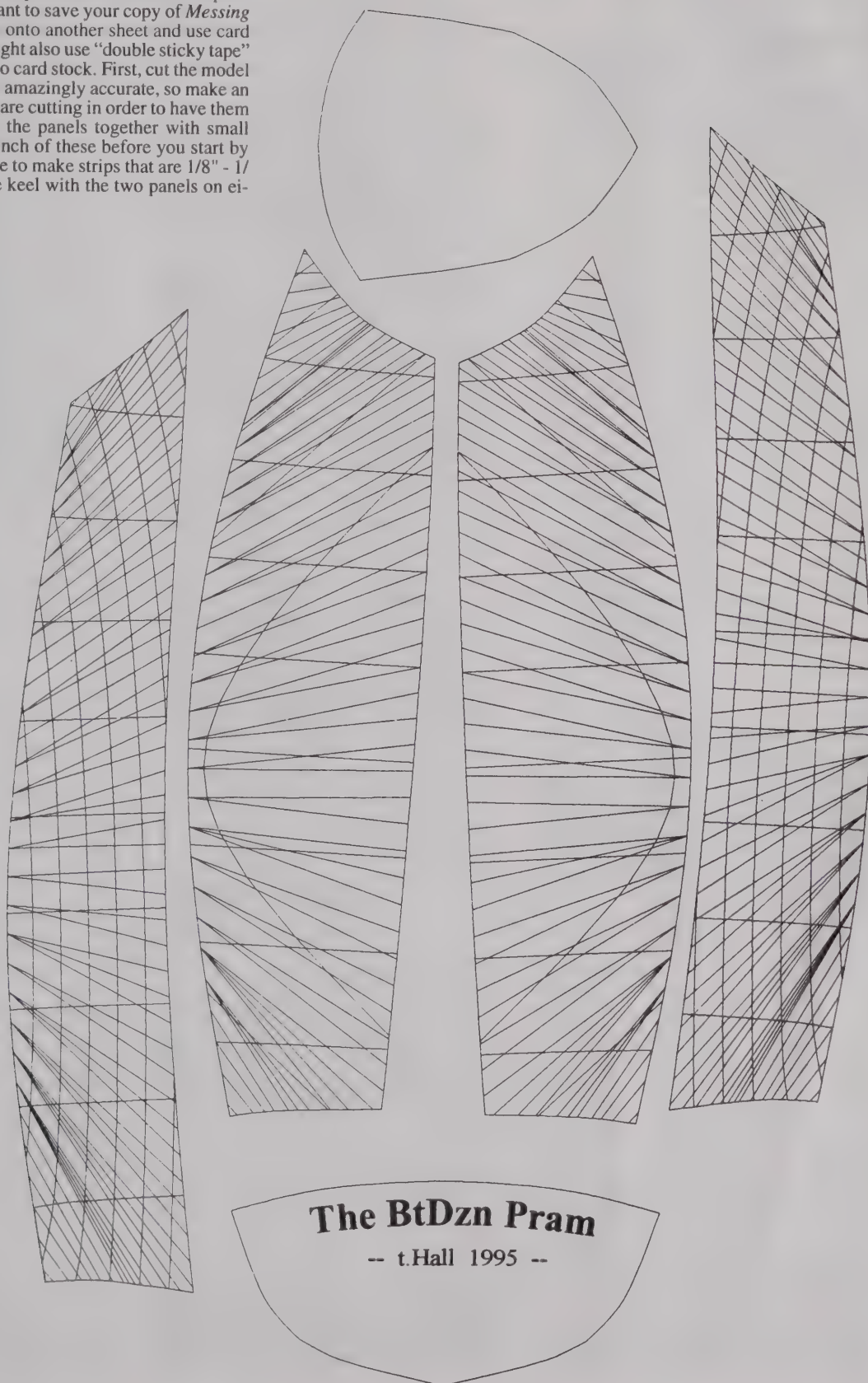


Figure 1. End View and Profile View of a small pram. 'Ruling lines' describe surface of the panels of the hull in Profile. Station cross-sections in End View show how the intersections of the flexed panels with most stations and the transoms are curved.

Figure 2. Making a model is one of the most helpful things you can do in evaluating the form of a hull. We rarely see a real hull exactly in profile view or exactly in end view. Being able to freely rotate the model shape in your hand and study it will provide a considerably richer appreciation of a hull's appearance from the angles you are likely to normally view it from. Building a hard-chine model is easy to do using the flat expansions of the hull panels. The following is one suggestion for building a quick initial model to inspect. If you'd like a stiffer model, or want to save your copy of *Messing About ...*, you can xerox this page onto another sheet and use card stock for the stiffer model. You might also use "double sticky tape" to fully adhere a thin-paper copy to card stock. First, cut the model out. You'll find that the panels are amazingly accurate, so make an effort to "split" the outline as you are cutting in order to have them fit together precisely. Then, tape the panels together with small strips of scotch tape. Pre-cut a bunch of these before you start by cutting across the width of the tape to make strips that are 1/8" - 1/4" wide. Start the assembly at the keel with the two panels on either side of the centerline. Use the ruling lines to keep the panels lined up exactly and work from amidships forward and aft. Hold the panels closely together as you tape them. After finishing the lower panels, attach the sheer panel on each side using a similar taping technique. Yes, this is just like you'd build the real thing. You'll be surprised at the degree to which the hull shape emerges in this process. This easy generation of shape occurs because the chine curves fully define the form of the hull and the panel shapes establish the chine curves. Note that this exercise will illustrate to you why molds are not required when building with the "stitch-and-glue" technique. Along with the junction of the panel curves themselves, a single cross-section, piece of deck, or thwart is usually sufficient to fully establish the shape for inspection.



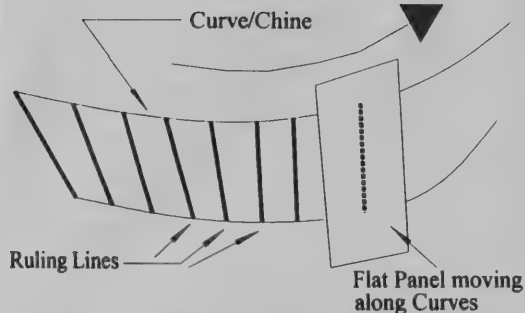


Figure 3. Illustration of the 'tangent-plane' technique to define the surface between two curves by establishing 'ruling lines' between points where a flat panel is simultaneously tangent to each curve.

our boatbuilding projects, Joe and I have never met. Joe, who has naval architecture training, works in the marine trade for the Canadian government in Newfoundland. I have a lot of computer experience and to support an aspiring boatbuilding career work as a scientist in North Carolina.]

To provide a feel for how computers do surface development, I will briefly describe one of several computer approaches that can be used to develop panels for hulls. It is the method used in our BtDzn software and is the general approach used by several of the commercial yacht design programs. For a good review of this method see Richard Webster's article in *WoodenBoat* (1987, 79, 84-89). The method relies on the fact that between the two curves (chines) which define the edges of a developable panel, only a single unique set of straight lines, called "ruling lines," can be drawn. These ruling lines represent the axis along which the panel bends between the curves. (These lines might also be viewed as representing small segments of cones in the old multi-conic method.) These lines connect points at which an imaginary flat surface is simultaneously tangent to both lines. For any given point on one curve, there will be only a single plane that is also tangent to the second curve, and thus only a single ruling line. To generate them, one can visualize the motion of a flat board passing along the course of the two curves, stopping every so often to connect the points of each curve that the board is just contacting (i.e., is simultaneously tangent to), see Figure 3. Now, if you step back and look at the lines when the ruling process is completed, if a panel is "developable" the ruling lines will not cross. If the ruling lines do cross, then, in the region of the crossing, the panel requires a complex curve that cannot be formed from sheet material. For a developable panel, the ruling lines established by this procedure represent the surface of the panel. Thus they can be used to establish true cross-sections through the panel and, most importantly, they can be used to derive the exact unsprung or flattened pattern of the panel by relatively straightforward geometry. This latter process is called panel "expansion." The more ruling lines that are used, the more accurate will be the cross-sections and panel expansions. There are even more mathematically sophisticated ways to do surface development, but the geometric approach described above should give you a good idea of the kind of thing that must go on to define the surface of a panel.

Thus, in our BtDzn software, the "ruling" process represents the process of establishing or developing the surface of the panel that can exist between two curves. The ruling lines lie on the surface and, assuming they don't cross, indicate that the surface is "developable" (can be formed from a single flexible sheet). The ruling lines represent the axis along which the panel is bent, but they also

are used to define planes or "plates" which approximate the surface of the panel. These plates can be geometrically laid out flat to create a two-dimensional version of the panel to cut out, a process called panel "expansion." If enough ruling lines and plates are used in a panel, an excellent approximation of the exact panel shape can be achieved.

In cases where panels are cylindrical in shape rather than conical or multi-conic, plates can be derived by using stations, without actually developing the surface of the panel. In this case, if enough stations are used to generate plates, the expanded panel can be a good approximation. Note though, that this technique which omits the ruling/development process, would not create accurate plates for a conically shaped panel. This is because the axis lines that accurately define the plates of a conical panel are only parallel in limited places with station lines. Thus the expansion would be inaccurate and would not mate smoothly with the straight station lines.

CAD and Boat Design. Besides wanting to make sure we could readily explore developable surfaces, a second matter we confronted in the development of our software was whether to develop a "stand-alone" program or a program that worked in conjunction with existing graphical software. Professional ship/yacht design systems typically function as independent stand-alone computer programs. These systems are oriented to defining and analyzing hull shapes and offer users only limited drawing/drafting capabilities within the program. Further computer work on a design requires that the hull lines be exported to a separate CAD (Computer Aided Design or Drafting) program via an interchange format. We decided on a different approach with BtDzn. Feeling that there are boatbuilders/designers anxious to work (or learn to work) in the CAD environment, we put our utilities inside one such CAD program, 'EasyCAD' from Evolution Computing. CAD is a highly useful design and drafting environment, from conception of a design to its production. It's one of the things that computers do well. We felt that if BtDzn was a part of CAD it would allow users take advantage of numerous powerful CAD functions and put all their work in a CAD drawing right from the start. Moreover, they would have only one computer program to deal with.

If you are unfamiliar with CAD, be aware that working in CAD is quite different than working with a computer "draw" or "paint" program. The drawings in paint programs are based on the pixels (or dots) of the computer screen. CAD, on the other hand, creates precisely defined geometric objects or entities that are displayed on the screen as accurately as possible at whatever magnification you choose. If you zoom in closer to an object, say a circle, in a paint program you get an exploded view of pixels jaggedly connected. If you

zoom-in on a circle entity in CAD, you get a more accurate and smoother view of a smaller segment of a curve. CAD may be a bit more difficult to use, but it is the system of choice where defining shape and form for construction are concerned. It also generates excellent printed output at any scale (e.g., for models or full-size production).

Joe and I have created a computer program exclusively oriented to exploring hard-chine boat design and to easily determining the shape and developability of panels in a hull. BtDzn will un-spring or "peel" these panels and project their flat, expanded pattern. These flat patterns can be plotted to build a model for study or to build the full size hull. In addition, BtDzn provides numerous other functions useful in creating, detailing and evaluating a boat design and in building a boat, including creating stations, other cross-sections, offset tables and upright stability hydrostatics.

We're obviously quite enthusiastic about our BtDzn software, but I need to add a note of caution. There's a lot to be said, both good and bad, about computers and creativity. CAD and our BtDzn software will not make you a naval architect any more than a word processor will make you a writer or a spreadsheet will make you a financial analyst. Moreover, many forms of software do have the side effect of inducing a certain style or character to the product produced. Nonetheless, we feel that the great benefit of "computer aid" is to enhance individual creativity. It enhances creativity simply because the software makes possible difficult, tedious and cumbersome tasks that a user might otherwise not want to undertake, in this case, hull-panel development and expansion. We hope with BtDzn to have enhanced the tools available to amateurs and small shops to take advantage of such techniques and the compelling strengths and virtues of hard-chine design by helping them easily and quickly explore forms for pleasing, sturdy, and functional hard-chine boats.

Curves, Fairness and Splines

In computer drafting, curves are defined as geometric entities by "spline functions." Splines are mathematical formulae or procedures representing a curve. There are many types of splines which serve many different purposes. Some types of splines provide good approximations to what a boatbuilder means by a "fair" curve. The cubic b-spline is one example. Nonetheless, the use of mathematical splines in a boat design situation is sometimes misunderstood because a spline can be employed in several ways. A cubic b-spline with, for example, just a few control nodes is "fair" by definition and will appear fair when plotted at any scale (assuming a high enough screen or printer resolution). A cubic b-spline used to create a curve that "interpolates" between numerous control points (e.g., drawing a curve between 10 points on existing stations) yields a curve that is locally fair (i.e., when you inspect a small segment) but which may have humps or bulges when viewed in its entirety. These bumps and lack of fairness happen for the same reason that even a curve created with a fairing batten may not be fair if it is restricted at too many positions by lofting pins or ducks. In a CAD program or a surface-development program such as BtDzn, where cubic b-splines are used to define curves, hull lines will be fair and no special techniques are required to make them fair, as long as the spline is appropriately controlled.



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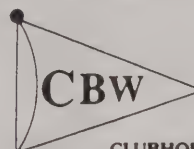


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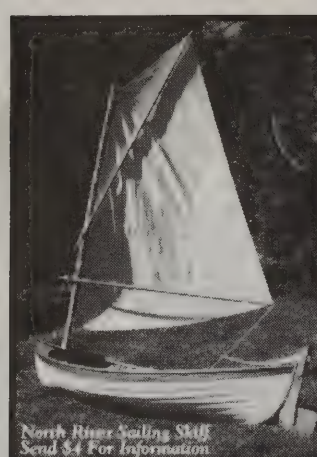


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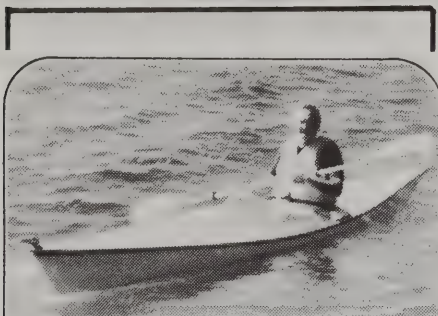


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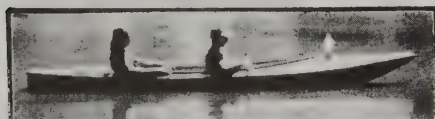
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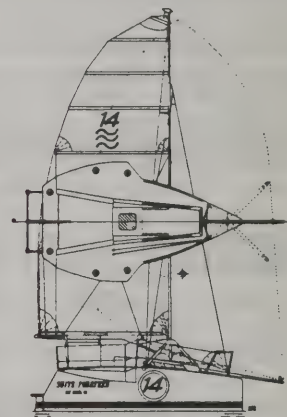
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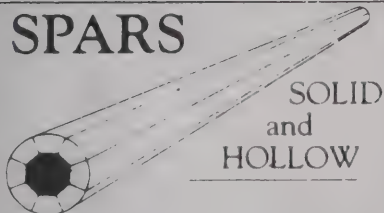
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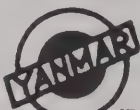


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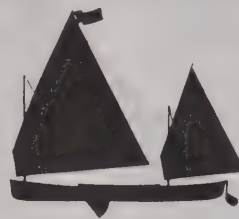


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BILL MEREDITH, P.O. Box 1383, Concord, NH 03302-1383, (603) 224-0551. (20)

17' Swampscott Dory, '94, compl sail rig, 9' spruce oars, custom cover & trlr. All in exc cond. \$5,500. NED COSTELLO, Box 262, Middle Haddam, CT 06456, (860) 267-6847 eves, (203) 946-7263 days. (20)

18' Old Town HW Canoe, '46, exc cond, fully restored. Sponsons removed. \$1,100. SUE AUDETTE, Mansfield Ctr., CT, (860) 456-4906. (20)

Westerly Chieftan, (aft cabin Centaur) w/wheel, diesel. Dry stored 5 seasons. Mint, consider trade for boat or carpentry. KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (20)

12' Old Town Sailing Dinghy, pre-'65 classic, w/ trlr. Gd cond. Wood hull w/factory FG exterior. \$600. PETER ERICKSON, Newburyport, MA, (508) 465-9071. (20)

18' Simmons Sea Skiff, self bailing Nelson Silva version w/FG bottom, Yamaha 30, trlr, many extras. Owner's health prompts sale. \$7,000. PETER JAY, Captiva, FL, (813) 472-2444. (20)

Granta Sea Kayak, customized single from England. 17.5"x26" marine ply/epoxy, brown hull, blue decks, brightwork detailing, rudder, plenty of dry storage. Strong, stable, reasonably fast. \$1,000 or trade for Britannia Folding Dinghy. ANDREW MOORE, Brooklyn, NY, (718) 486-8049. (20)

31' Gaff Sloop, 1900's Lawley Mass Bay Knockabout, 4yr old sails & cover, 26' pine mast, 3 ton lead keel. \$2,500. Located in Westerly, RI. TOM DRECHSLER, Hopkinton, MA, (508) 435-6154. (20)

17' Dion Swampscott Dory, blt Landing School in '87. Sailing rig, 2 prs 8' Shaw & Tenney's (1pr marginal, other pr new 8/95, used 4-5 times). Mahogany transom & sheer strakes (painted over so she looks like a workboat but easily restored if you're into varnish). W/'87 Cox trlr. \$2,500. DAVID WITBECK, Providence, RI, (401) 274-9118. (20)

Sea Pearl 21, '86 CB model, w/trlr & spare tire, water ballast, new sails. \$2,000. JOHN NORTHRUP, Winter Haven, FL, (941) 293-2590. (20)

12' Old Town Sportboat, '54, cedar & canvas. Just restored, 4' beam w/'63 6hp Evinrude. \$2,500. BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (20)

Capri 18, Trivial Pursuit, shoal draft cruiser for 2, day sail 4, R/F jib, mounted boarding ladder, customized trlr, grt OB, etc. \$5,500 incl mooring in Marblehead, MA (Salem hrbr nr town landing) & spring launch. ISAAC SIEGEL, Billerica, MA, (508) 436-3182, lv message. (20)

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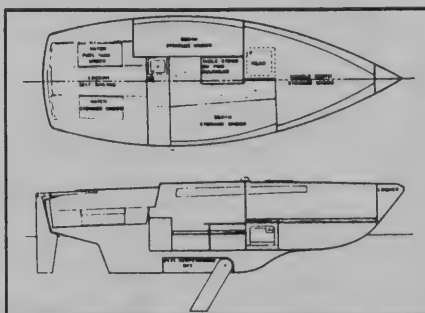
20' Classic Chesapeake Fantail Launch, '85. Pine on oak, 6hp antique gas engine, hand start w/transmission & magneto. Costown trlr. \$4,000. JAY HOAGLAND, Rockport, ME, (207) 596-0786. (20)

'74 O'Day 22', trlr, full sail inventory. 4hp Yamaha OB, slps 4, vy gd cond. Consider trades for smaller sail or power boat. Asking \$3,200 OBO. CHIPEVERETT, Wappingers Falls, NY, (914) 297-0029. (20)

Ally Folding Pack Canoe, 16-1/2', folds into one lg duffel bag. Cost \$2,500, sell \$750. **Folbot Greenland 2**, '95 folding dble sea kayak w/dbl skirt, airbags, paddles, rudder, carry BAGs. Cost \$2,000, sell \$1,250. **Folbot Aleut**, '95 folding solo sea kayak (red) w/carry bags & paddle. Cost \$1,250, sell \$899. All prices firm. FRANK CLOUSE, Worcester, MA, (508) 791-4766. (20)

'70 Tripp/Seafarer FG Sloop, 31'x8'9"x4'7". Nice lines, sound deck, hull & spars. Renovation in progress. Buy now, finish renovation yourself over winter, go cruising next summer. Asking \$8,500. MATT LYFORD, Exeter, NH, (603) 778-7844. (20)

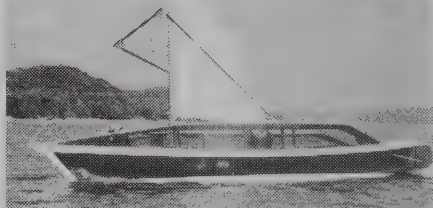
Haven 12, half finished, no time to finish. W/ lead keel, spars, bronze fittings, lumber to finish. Will sell for money invested, \$4,900. **8' Prams (2)**, \$125 ea. **14' Sturdee FG Skiff**, \$900. **14' FG Skiff**, \$600. DENNIS LEAHEY, Fairhaven, MA, (508) 997-9970. (21)



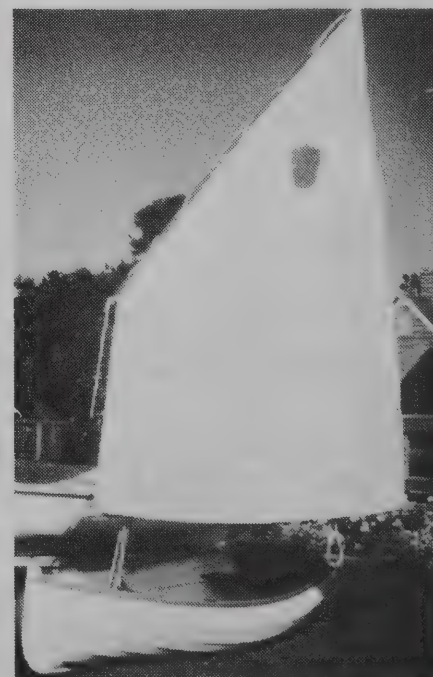
S2 Raised Deck Sloop, hand laid FG '76. Red hull, white topsides. CB model. 4 sails, Evinrude 4hp. Slps 2-3, belowdecks (cramped & open) head. Pretty strong, seaworthy. New 2 axle trlr. \$4,500 delivered within 800 mile radius in June. JAY BLISS, Grand Jct., CO, (970) 242-4369. (20)



34' Tancook Whaler, Vernon Langille, much written about in books & magazines, is offered at \$20,000. U.S.C.G. documented coastwise. Offered w/hvy custom road trlr. Exc 4-cycle Honda OB, VHF radio, Kenyon knotlog, 3-way quartz masthead light, copper oil running lights, Shew & Burnham dinghy, 4yr old Duradon sails. Much other gear. RICHARD EVERETT, E. Haddam, CT, (860) 873-9183. (20)



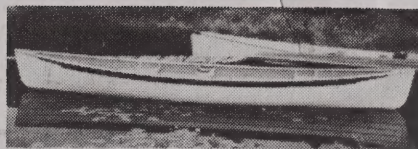
Bolger Birdwatcher, wood/epoxy constr, Lexan windows, custom sail, w/trlr. Some repair necessary. \$750 OBO. MARC SMITH, Bloomington, IN, (812) 339-7895. (20)



10.5' Acorn Sailing Dinghy, Ian Oughtred design custom blt glued lapstrake mahogany ply. Finished bright in solid oak & mahogany thwarts, seats, transom, knees & floorbds. White painted hull, off-white interior. Gd to sail & row, sailing rig incl. \$2,900. JOHN LAUDADIO, Columbia, MD, (410) 730-0847. (20)



Nimble Vagabond, Yamaha 9.9 4-stroke engine w/ 7.3kw alternator, remote start & steering. Fully found in top shape except teak nds refinishing. Located Ft. Lauderdale, FL. Offered at \$13,900. WILLIAM LEWIS, Pembroke Pines, FL, (954) 437-9764. (20)



"Let's Get Lost", 13' 10" Tom Hill design lapstrake canoe seeks new home. Has cruised Carolina salt marsh, the Great Dismal, the Adirondack "lost ponds" and "Keji" Nova Scotia. Will carry 2 people & gear for a week or more yet weighs only 45lbs. Beautifully crafted & maintained. In vy gd cond. \$975.

JIM LUTON, Brooklyn, NY, (718) 633-5844. (20)

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C. TRAINOR, S. Dartmouth, MA, (508) 636-2375. (21)

Capri 13, fully equipped, cat rigged FG CB single hander in gd cond w/trlr, extra stormsail, extra tiller. \$1,200 OBO.

KEN ONG, Queens, NY, (718) 631-9011 eves. (21)

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ERIC HAUGEN, 712 E. Calaveras St., Altadena, CA 91001, (818) 794-8287. (21)

Wenauket Kitten Catboat, 13-1/2'x6'. Nds some work but a vy nice little boat. \$1,000. **FG Peapod**, new, never finished. Nds rubrails to compl, incl new pr oars. \$750.

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Antique Motor Launch, 22' w/Tunte deck, extremely rare. Nds total restoration. Compl Herreshoff hrdwre still on. \$500. **18' FG Workboat**, takes up to 100hp OB, w/trunk cabin & Teleflex HD steering system. \$400. **12' Aluminum Rowboat**. \$250.

JON KNICKERBOCKER, Brattleboro, VT, (802) 254-4005. (21)

21' Lyman, '62 IB powered by Graymarine 138hp Fireball. Hull #Y1233, Engine #S6424. All orig equipment. \$3,000. Tlr available @ extra cost.

CHRIS GORDON, Hampton Falls, NH, (603) 778-3047. (21)

12' Dory Skiff, Ken Swan "Chico" design. Row or motor. Stable, roomy design. \$275. **11'6" Ultralight Double Paddle Canoe**, glued lapstrake, Tom Hill design. Blt '91, hardly used. \$500. **16' E.M. White OB Runabout**, '58. New transom, hull stripped & painted. Interior varnish & deck to be finished. \$400.

13' Sebago OB Runabout, '52, twin cockpit, split windshield Bugatti style. Cedar planked w/ 25hp Johnson, tank & controls. \$450. **Windward 15 Sailboat**, hull w/plans & deck plywood. Lost interest. \$295.

BOB WADON, Randolph, MA, (617) 963-2036. (21)

San Francisco Pelican, nds refinishing, new coamings, rubrails. Old but useable sails. \$380. **Wm. Jackson Sea Skiff**, 13'9"x 5'. Never had sailing setup but have plan, marine ply. Nds refinishing. Nice utility, classy. \$200. **GP14 Sailboat**, mahog ply. \$350. **Power Garvey Hull**, commercial grade aluminum, 18.5'x6.8', no interior. Vy solid, 600+lbs. Minimally nds flrbds. W/25hp extra long shaft pusher OB. \$950. W/partially setup long trlr. \$1,250

BOB CAVENAUGH, Carlisle, PA, (717) 249-6195. (21)

31' Pacemaker FBSE, Pelican. Blt '66. Mahog/oak. FWC Chrys V8 '83 260hp. Drft 2.5'. Bm 10'. Fbd 3'. Long 11' ckpt. Disp 5+T. Slps 4. Rm for tent in ckpt. Galley. Enc elect hd. Outgrs, 2 fath, 2 VHF, CB, Ld, hailr/fog sig. We tow 13' dory, can fit abd 10' dinghy. \$9,750 or trade up. Seek sail/other w/ cuddy. Seawthy/trlrble (if poss). Will be used for ocean/lg lake bio resch/crus.

ED CASS, 122 Stacy, Eliot, ME 03903, (207) 748-0929. (21)

'60 Sparkman & Stephens Dolphin, FG sloop, 24'x7"8"x2'10". Vetus diesel. Varnished teak, exc cond. Full keel, bronze CB. Strong, seaworthy boat w/comfortable accommodations for loving couple. Present owners have cruised from LI to Cape Cod Canal, from Harpswell to Schoodic for more than 30 yrs w/delight. Viewable Rockport, ME. Asking \$7,900.

PETER SHEPHERD, St. James, NY, (516) 862-9223. (21)

'82 Wittholz Aluminum Cutter, Yanmar diesel, 1 owner, 2 Atlantic crossings, genuine surveys. \$40,000. Located Toronto, Will deliver east coast.

DETLEV KIRCHGATTER, Mississauga, ON, (905) 271-6016. (21P)



14' Keiper Hydrofoil Trimaran, beach boat, assembled & launched by 1 person. Cartop or trailer. Safe & fast, marine ply/epoxy constr. W/trlr. \$2,900. Delivery possible. **10' Auray Punt**, w/oars & sail rig. \$350.

JAMES MONTGOMERY, 2840 Greeley Ave., Erie, PA 16506, (814) 833-4432. (20)



18' Swampscott Dory, Ian Oughtred design, custom blt glued lapstrake mahogany ply, oak framed, bright mahogany transom, blt-in bow & transom watertight buoyancy/storage compartments. Off-white painted hull w/green sheer, pine thwarts & floorbds w/pine tar finish. Sails & rows great, sailing rig incl. \$3,500.

JOHN LAUDADIO, Columbia, MD, (410) 730-0847. (20)

Compac 16XL, '94. Either you know it or you don't! Perfect in all respects. Furling jib, 5hp kicker, etc. Regretfully & fairly offered @ \$7,900, incl Hutchins trlr. Delivery possible. Would consider trade for vy nice 10'-12' cat/similar & cash offers? MALCOLM RINGEL, St. Michaels, MD, (401) 745-6170. (21)

17' Marsh Hen, '84 Florida Bay blt FG sharpie daysailer w/screened tent for camp-cruising. Grt shallow water boat, decked over for lounging w/ cockpit for helmsman. Exc storage capacity. Dk grn hull, teak seats, tanbark gaff rigged sail, sweeps, trlr, accessories. In gd cond. Located in northern VA. \$1,900.

CHRIS LANSING, Falls Church, VA, (703) 506-4317. (21)

'82 Wittholz Aluminum Cutter, Yanmar diesel, 1 owner, 2 Atlantic crossings, genuine surveys. \$40,000. Located Toronto, Will deliver east coast. DETLEV KIRCHGATTER, Mississauga, ON, (905) 271-6016. (21P)



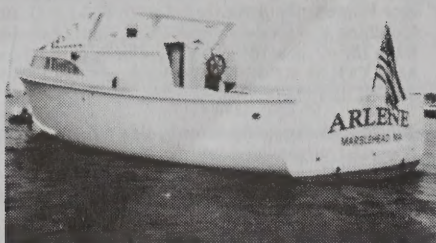
Gaff Sloop, 21'x7'3", blt '92. McIntosh hull design. Pine on oak, copper fastened. Tabernacle mast, shallow keel. Slps 2, daysails 5. Ruggedly handsome boat w/solid feel. On trlr. Asking \$5,500.

MATTLYFORD, Exeter, NH, (603) 778-7844. (21)



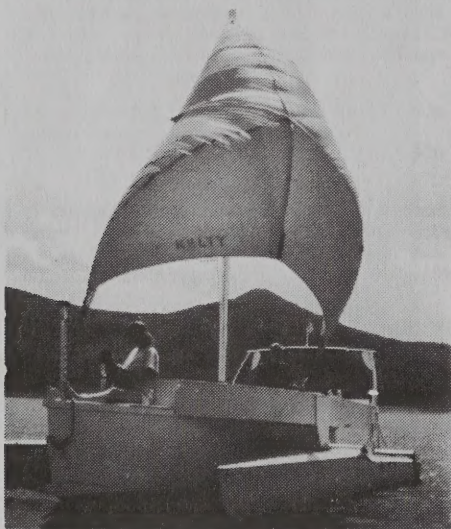
'60 Sparkman & Stephens Dolphin, FG sloop, 24'x7"8"x2'10". Vetus diesel. Varnished teak, exc cond. Full keel, bronze CB. Strong, seaworthy boat w/comfortable accommodations for loving couple. Present owners have cruised from LI to Cape Cod Canal, from Harpswell to Schoodic for more than 30 yrs w/delight. Viewable Rockport, ME. Asking \$7,900.

PETER SHEPHERD, St. James, NY, (516) 862-9223. (21)



30' Classic Robert Rich Trunk Cabin Sport Fisherman, blt '54. Mahogany on oak, bronze fastened, much restoration work has been done to hull & interior teak decks. Power is V8 Chevy gas engine boatyard maintained in gd running order. Slps 3, SS galley & icebox, VHF radio, most original hrdwre for outriggers, etc., orig fighting chair, gin pole, much more. Price reduced from \$12,500 to \$5,500 for quick sale.

STEVE WILLARD, 64 Orne St., Marblehead, MA 01945, (617) 631-8462. (21)



Homebuilt Trimaran, ply & poly main hull, Solcat amas, 3 sails & mast. Voluminous 20 footer carries kids, dog, camp stuff & cedar bucket. Nice 1-axle trlr. \$2,200.

JAY BLISS, Grand Jct. CO, (970) 242-4369. (21)

21' Bay Hen, '86, gaff rigged w/'93 4hp Mariner, bimini, dodger, summer cabin. Galv trlr. Exc gunkholer. Exceptional cond. Many extras. \$5,500. DARRELL YOUNG, China Grove, NC, (704) 855-1155. (23)

Norwegian Sailboat, 10', 80lbs. Solid African mahogany. Bought in '63. "Norsk Sprिंगstofindustri a/s Oslo Model 750." \$2,500.

ARLEN WESTBROOK, Voorheesville, NY, (518) 765-4453. (23P)

35' Schooner, David Stevens design (scaled down version of the 47' *Atlantica*; see Peter Carnahan's book *Schooner Master*), blt '72 by Ruben Carpenter in Newfoundland; pine plank on oak frame copper riveted, lead ballst; hull basically in gd shape (never been out of water) but nds cleanup, cosmetics, refit. **24' Shoal Draft CB Sloop**, lead ballast, board drops through, lg open cockpit, overhang stern, vy pretty boat, exc daysailer, vy gd cond. \$2,500. **25' Frisco Flyer Sloop**, similar to & slightly larger than Folkboat) blt by Cheoy Lee '61, teak plank copper riveted, iron ballast, slps 4 in lg open interior, rebuildable single cyl gas IB, spruce spars, recent tanbark main, jib & genoa, roller furling gear; gd cond but nds repair on aft 6' of deck. \$3,000. **42' Rhodes Yawl**, top constr by Burmester '57. Sister to *Altair & Thor* (see Henderson pps.251ff), mahogany hull, teak decks, house, interior, bronze web frames, strapping, knees, varnished spruce spars. FULL SEA, Greenport, NY, (516) 734-7409. (24)

38

Galaxy 32 Sloop, '63, rugged, fast, attractive, seaworthy classic FG cruiser. Diesel, fridge, Autohelm, Loran, stereo, EPIRB, Espar htr. This boat is fully equipped for cruising whether long distance, liveaboard or weekending. Main, jib, genoa plus storm jib & trysail. Compl rigged w/Staylok fittings, mast steps, removable staysail stay. Windlass, bow roller, 3 anchors & rode. FG dinghy stores on deck. Teak trim topsides & warm mahogany below. Traditional layout w/permanent table, navigation space, galley w/copious storage, dbl berth fwd plus workbench. Wonderful cockpit w/full teak grating, wheel steering. \$19,900.

ED SELING, Charlestown, MA, (617) 242-5497. (TF)

BOATS WANTED

27'-28' Cape Dory or Catalina, in gd or better shape. Sale or trade 22' Catalina w/trlr, vy gd to exc cond, fully equipt, also '41 Ford woodie, gd restorable cond w/many NOS parts.

BOB DAVIS, Londonderry, VT, (802) 824-3590. (20)

14' Piscataqua Wherry, or similar boat. Must be light & seaworthy.

MARTIN DODD, 19 Hall's Point Rd., Stony Creek, CT 06405, (203) 481-9747. (20)

SALES & RIGGING FOR SALE

Sail Sale. Lippincott Comet main & jib, new. \$350. Gaff sail, foot 8' 10", luff 6' 2", gaff 7' 0", leech 12' 2", new. \$100. Sunfish, all white, new. \$100. DOUGLAS FOWLER, Ithaca, NY, (607) 277-0041. (21)

59' Spruce Masts (2), one oval section, tapered, varnisheed, exc cond, no rigging. \$1,500. One rectangular section, tapered, compl rigging & 24' roller reef boom. \$1,200.

FULL SEA, Greenport, NY, (516) 734-7409. (24)

SALES & RIGGING WANTED

Pearson Electra Mainsail, gd used cond, 23' 5" luff, 9' 9" ft.

KENT ALLYN, 110-B Raynes Neck Rd., York, ME 03909. (20)

GEAR FOR SALE

Sears 10" Radial Saw, w/electronic attachment, little use. \$395. **Rockwell 10" Contractors Table Saw**, less use. \$350. Can deliver. Lobster boat not going to be blt after all.

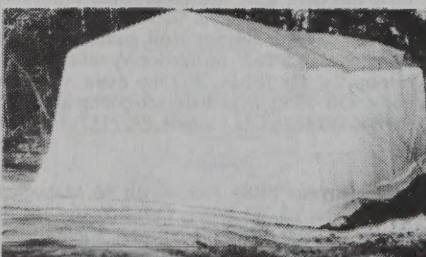
JAY FOLEY, Worcester, MA, (508) 753-2979 days. (20)

3HP Evinrude Yachtwin OB, Model 3532, std length, 15" transom. W/folding lower unit for easy storage. \$600 OBO.

TOM SLEEPER, 4 Edgemere Rd., Marblehead, MA 01945, (617) 631-1855. (20)

Moorings (2), 150lbs ea. \$50 ea.

TOM DRECHSLER, Hopkinton, MA, (508) 435-6154. (20)

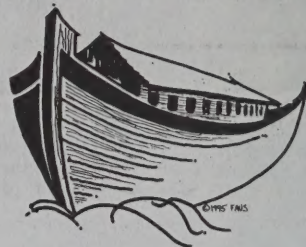


Boat Shelter, 13' x 24', galv frames, sturdy plastic cover. Used 1 season, gd cond. Orig cost \$930, sell for \$400 plus freight.

HANS WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684, fax (207) 766-5972. (20)

Yanmar 3QM 30H, compl w/extra parts & manuals, no running stand. \$2,400 OBO. GEOFF RICHON, Gloucester, MA, (508) 283-4736 home, (508) 283-6063 work. (20)

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FAUS DESIGNS, 81 White Dogwood Dr., Etters, PA 17319. (23P)

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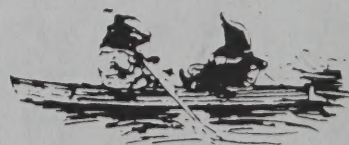
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RICHARD SIMS, 93 Union Rd., Northfield, NH 03276, (603) 934-4021. (20)

Wooden Boat, magazine collection compl from issue #7 except for #8-#12, #14, #29, #31. Stops @ #125. 111 total, approx 85lbs. \$300. **Small Boat Journal**, magazine collection compl from pilot issue thru #76 except #48 & #74. 75 total, '75-'91, approx 35lbs. \$200. **Mariner's Catalogs**, mid-'70's, precursor to *Wooden Boat* & *Small Boat Journal*. Issues #1, #5, #7. \$5 ea. **Nautical Quarterly**, issues #20, #23, #25, #28, #33 & #36. \$4.50 ea.

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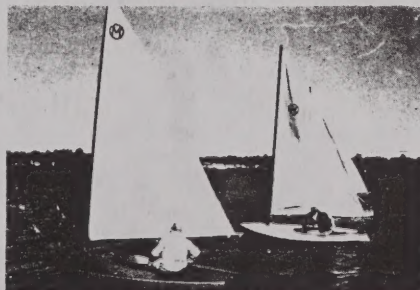
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Wings on Ice, A Comprehensive View of the Sport of Iceboating, by Frederic M. Gardiner. Publ in '38. **STEVEN ROSSI**, 2396 Islandview, W. Bloomfield, MI 48324, (201) 573-2270 days, (810) 682-7259 eves. (21)

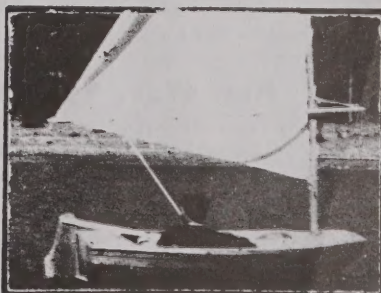
Canoeing, American Red Cross '56, not the later edition. Dollar payment. **DENNIS DAVIS**, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England. (21P)

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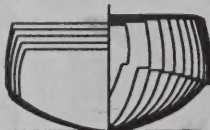
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